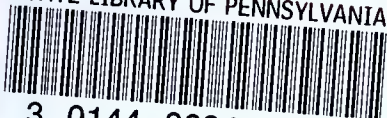


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First Annual Report

OF

The Public Service Commission

OF THE

Commonwealth of Pennsylvania

July 27, 1913, to June 30, 1914

Including the Report of the
Pennsylvania State Railroad Commission
January 1, 1913, to July 26, 1913

Dup. 16
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HARRISBURG, PA.:
WM. STANLEY RAY, STATE PRINTER
1915



By transfer

JUL 24 1915

COMMISSIONERS.

SAMUEL W. PENNYPACKER,
Chairman
S. LaRUE TONE
EMORY R. JOHNSON
MILTON J. BRECHT
CHARLES F. WRIGHT
FRANK M. WALLACE
WALTER H. GAITHER

Secretary
ARCHIBALD B. MILLAR

Counsel
WILLIAM N. TRINKLE

Assistant Counsel
BERNE H. EVANS

Investigator of Accidents
JOHN P. DOHONEY.

Marshal
GEORGE A. WOOD

Bureau of Engineering
F. HERBERT SNOW, *Chief*

Bureau of Rates and Tariffs
GEORGE P. WILSON, *Chief*

Bureau of Accounts and Statistics
COLEMAN J. JOYCE, *Chief*

The regular meetings of the Commission are held in Harrisburg commencing the first and third Tuesdays of each month.

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1913-14

THE PUBLIC SERVICE COMMISSION
OF THE
COMMONWEALTH OF PENNSYLVANIA

Harrisburg, Pa., April 6, 1915.

To His Excellency,

The Honorable MARTIN G. BRUMBAUGH,

Governor of the Commonwealth of Pennsylvania.

SIR: The Public Service Commission of the said Commonwealth, in compliance with the requirements of Section 48, Article VI, of the Act of Assembly of July 26, 1913, presents herewith its annual report.

Under the terms of the said Act of Assembly, the Act creating the Pennsylvania State Railroad Commission was repealed, and it was provided that the Public Service Commission, "when appointed as aforesaid, shall have power to hear and determine any pending cases transferred to it by the Pennsylvania State Railroad Commission, and to dispose of the unfinished business of said State Railroad Commission."

On the first of January, 1913, there were pending before the Pennsylvania State Railroad Commission seventy-three cases arising out of various causes of complaint, which are set forth in detail in Appendix A, Part 1, of this report. Of these cases, sixty-seven have since been finally determined and closed.

Between January 1, 1913, and July 26, 1913, at which latter date the Railroad Commission went out of existence, there were filed with that Commission one hundred and four formal complaints. Of these cases, one hundred and one have been finally determined, many of them after the taking of testimony and repeated hearings. The details showing the general manner of the disposition of these cases will be found in Appendix B, Part 1. In Appendix C, Part 1, are set forth, with considerable fullness and sufficient scope to enable the reader to understand the questions involved in the decisions rendered and the reasons upon which they are based, all of the cases determined by the Pennsylvania State Railroad Commission between January 1, 1913, at which time the last report of that Commission ended, and July 26, 1913, when it finally closed its labors.

A financial statement covering the operations of the Pennsylvania State Railroad Commission between the same dates is attached hereto as Appendix E, Part 1, and it shows that the Commission during the period defined expended \$43,843.80, of which the principal items were sums paid for the salaries of officers and employes, \$18,090.66; for the salaries of the Commissioners, \$13,287.68; for the services of experts, \$10,000.00; and expenses of traveling to different parts of the State, \$1,178.19.

When the Public Service Commission came into existence, there were transferred to it fifty-one cases which had been pending before the Railroad Commission and had not been decided. Forty-five of these cases have since been determined by The Public Service Commission and finally closed.

Between July 26, 1913, when The Public Service Commission commenced the performance of its duties, and June 30, 1914, two hundred and fifty-one complaints were filed. These complaints are of a very varied character and in them are represented nearly all of the difficulties which may arise between public service companies and the communities whose needs they were incorporated to serve.

Among the allegations of imperfect service are those of excessive and discriminatory rates for transportation, for light, heat and power and for water; the refusal of service; the neglect to provide drinking water at railroad stations and on cars; the refusal to stop railroad trains at stations; the shortage of cars and improper arrangement of the routes for cars; the failure to provide stations on railroads; insufficient train service; insufficient heat on the trains; delay in transportation; excessive mileage charges; improper combination of passenger and freight service; loss of weight in freight during transportation; overcrowding of passenger cars; the failure to establish stations and the doing away with stations already established; the use of defective gas and water meters; the putting of inconveniently high steps on passenger cars; the insanitary condition of cars; the damage caused by sparks from locomotives; the discontinuance of train service; the refusal to extend water mains and other service facilities; unjust demurrage charges; the failure to provide toilet accommodations; and the maintenance of dangerous grade crossings. Of these cases, one hundred and twenty-nine have been finally decided, often to the satisfaction of both parties, with a saving of the expense and delay of lawsuits, and nearly all of these still pending await the filing of pleadings or the convenience of parties and counsel in arranging times for the hearings. In the appendix to this report, Appendices C and D, Part II, will be found summaries of these cases which give as succinctly as was feasible the questions which were raised in them and the conclusions which were reached by the Commission.

Section 11 of Article III of the Act of July 26, 1913, provides that "No contract or agreement between any public service company and any municipal corporation shall be valid unless approved by the commission." Within the period heretofore designated, between the time of the passage of the Act and the 30th of June, 1914, including the latter date, one hundred and fifty-three such contracts have been submitted to the Commission for its approval. All of these contracts were examined and, except in one instance, were approved, although some of them were modified in such a way as to make them comport with the requirements of safety and the convenience of the public. Certificates of Public Convenience were issued upon them to the effect that they were necessary for the service, accommodation or safety of the public.

One case, in which the certificate was refused, attracted more attention than all of the others and it was almost at once followed by an effort upon the part of the officers of some of the smaller municipalities throughout the State to have this part of the Act modified. The case was one where it was proposed to burden a minor municipality with two sets of poles and wires for furnishing light, heat and power. It is the evident intention of the Act, as it exists, that excess of rates and imperfection of service shall be remedied, not by attempted competition, accompanied by duplication of expense, as formerly, but by the exercise by the Commission of the control and authority vested in it over the corporation supplying the service. This is a new method in Pennsylvania, though long in use elsewhere, to which her people have not yet grown entirely accustomed. It is altogether probable that when they learn by experience that there is a tribunal to which they may apply in their differences with the public service companies, and that the installation of competing companies with the duplication of unsafe and unsightly poles and wires affords only uncertain and temporary relief, they will be more satisfied with this provision of the Act. Its repeal would, however, relieve the Commission from many burdens and, in the view of the Commission, it is a matter to be determined by the wisdom of the Legislature, having regard to the best interests of the people.

The Commission has, by rule, required that previous to the consideration of these contracts, notice of the application shall be given by advertisement in the newspapers of the locality. This order has resulted in giving individual citizens the opportunity to be heard and to have their interests considered and protected, which otherwise would have been disregarded or only established after tedious and sometimes expensive litigation in the courts. The contracts which were examined exhibited a great lack of uniformity with respect to terms, rates, and the services to be rendered in different municipali-

ties, and oftentimes a want of proper and necessary provisions. The Commission is making a thorough study of all the classes of public service companies, with the purpose of securing as nearly as may be practicable such uniformity in connection with municipal contracts.

Between January 1, 1914, at which time the Act, under the provisions of Section 54, of Article VI, went into effect, and June 30, 1914, ninety-eight applications were presented to the Commission asking for the approval of charters of corporations, the mergers of corporations, the abolition of grade crossings and other matters requiring the assent of the Commission before they could become effective. All of these applications, some of them of grave importance, have been decided. In a number of them the orders which had been asked for by the applicants were modified in such a way as to protect the interests of the public.

During this period sixty-one crossings, which had existed where railroads and railways crossed other railroads or railways at grade, were abolished entirely. In six other instances, under grade crossings, and in eight other instances, overhead crossings, were substituted and established. When the danger to life, person and property is given due consideration, it is impossible to overestimate the benefit to the community which has resulted and is likely to result in the future from such action. Having regard to the comparatively short time which the Commission has been in existence, it must be conceded that in this direction much has been accomplished. Had nothing else been done, this result alone would appear to be a justification of the judgment of those who were responsible for the creation of the Commission. The provision of the Act of July 26, 1913, with respect to the abolition of grade crossings, is the first and only comprehensive plan ever established under legislative authority within the State for the elimination of these dangerous conditions, and it is to be hoped that every effort will be made to continue and increase its effectiveness.

The number of the accidents and casualties which occur in the State in the operation of the transportation facilities deserves the thoughtful consideration of the Commission, the Legislature, the Governor, and all in authority. Between July 26, 1913, and June 30, 1914, thirteen thousand three hundred and fifty-one persons were more or less injured in the course of the operation of the railroads and railways of the State. Of these, ten thousand one hundred and ninety occurred in connection with the operation of railroads, and three thousand one hundred and sixty-one in connection with the operation of railways. Fifteen passengers, three hundred and twenty-eight employes, five hundred and fifty-five trespassers, and ninety-three unclassified persons, were killed upon the railroads. Fifteen employes,

nineteen passengers, twenty trespassers and one hundred and sixteen unclassified persons, were killed upon the railways. This appears to be a tremendous toll of injury to pay for the moving around of men and freight, and doubtless by proper provision much of it could be obviated. One hundred and twenty-four persons were injured or killed at grade crossings. The circumstances of every serious accident occurring within the above period were inquired into, upon the ground, by the Investigator of Accidents and reported to the Commission.

The Commission has issued general orders that passenger railway cars shall be supplied with hoisting jacks with which the car may be lifted in case of accident, that the conductors of railway cars invariably precede the cars in crossing railroad tracks, and that passengers be not permitted to stand on the front platforms; and these orders have been enforced and generally obeyed. A most unusual accident occurred during this period at Phoenixville. An express train struck and killed a woman at the entrance of a tunnel. The train stopped within the tunnel while the accident to the woman was being investigated and there some of the trainmen were asphyxiated by the accumulation of gas. This occurrence has led to an investigation, now in progress by the Commission, with regard to the manner of construction and the existing condition of all the tunnels within the State, some of which tunnels were constructed at a time when locomotives and cars were much less in size and trains much less frequent than they are at present, in order to ascertain whether or not they are adapted to, and adequate for, the traffic of today and sufficient provisions for safety established.

The Commission, by general order, has required the railroads to provide drinking water and individual drinking cups upon the passenger cars and at the stations.

The Commission has established a Bureau of Tariffs to supervise and systematize the numerous tariffs of public service corporations which are required to be filed with it.

It has organized a Bureau of Accounts and Statistics to supervise the methods of bookkeeping used by the various public service corporations and to solve the complicated mathematical problems which arise over questions of rates and tariffs, and otherwise.

It has likewise organized a Bureau of Engineering to furnish information concerning the physical problems which arise with respect to crossings at grade and underground and overhead, and in the construction of railroads, railways, the location of poles and wires for telephones, heat, lighting, power; and in many other ways.

The laws of most of the State relating to public service commissions require that the meters upon the premises of the consumers shall be tested by representatives of the respective commissions, and this has

resulted in an extensive organization with provisions for salaries and necessary expenses. The Act of July 26, 1913, provided that this Commission may establish rules and regulations governing the furnishing of water, gas, electricity, steam heat, etc., and that the public service companies shall keep a proper apparatus, approved, stamped and marked by the Commission, for testing the meters. In obedience to this requirement, the Commission has adopted and promulgated "Rules and Regulations pertaining to Gas, Electric, Heating and Water Utilities," requiring certain standards of service with respect to pressure, quantity, quality, etc., and that, where service is measured by meters, the public service companies shall regularly and systematically test their meters. The Commission has adopted and carried into effect a system of testing and marking the standards used by the public service companies for the purpose as stated, and the result is that many of the public service companies are adopting more efficient methods and apparatus for meter testing, accompanied by greater accuracy and more complete records. This is an advantage to the consumers and to the companies as well. Many companies are co-operating in this important work and rendering great assistance to the bureau of the Commission charged with the duty of attending to its requirements.

During the six months ending June 30, 1914, eighty-five issues of stocks and bonds by public service corporations, covering securities of the value of hundreds of millions of dollars, have received the attention of the Commission.

The entire expenditures of the Commission between August 4, 1913, and June 30, 1914, amounted to the sum of but \$117,291.71, but it may be reasonably anticipated that, as the people learn to come to the Commission with their grievances and its work grows with the rapidity recently shown, it will be necessary to provide for a considerably increased expenditure.

The Commission recommends amendments to the Act of July 26, 1913, and certain other legislation, as follows:

1. An amendment enabling the Commission, in its discretion, when it becomes necessary, to prevent tariffs and rates from going into effect until after the expiration of ninety days, in order to give time to the Commission to determine their reasonableness.
2. An amendment regulating the payment of witness fees, mileage and like costs incident to hearings before the Commission.
3. An amendment to Section 3 of Article V of "The Public Service Company Law" dealing with the regulation of *rates* by striking out the word "inadequate" and the provision therein relating to undue, unjust and unreasonable discrimination and preference as to *service* and *facilities*, which should be included in the previous section of Article V, dealing with the regulation of *service* and *facilities*.

4. An amendment to Section 2 of Article V, of "The Public Service Company Law" dealing with the regulation of *service* and *facilities* by inserting therein that portion of Section 3 of Article V, which should be stricken out of the latter section as above mentioned.

5. An Act making trespassers upon railroads liable to arrest and punishment. The passage of such an Act has been heretofore recommended by the Pennsylvania State Railroad Commission and its importance is again earnestly urged upon the attention of the legislative authorities.

6. An Act requiring the steam railroads to make just compensation for loss and damage of property resulting from fires caused by railroads and arising within one hundred feet of their rights of way, outside of the territorial limits of cities and boroughs. Much damage occurs to adjoining property owners and to the forests owned by the State caused by fires due to the operation of railroads, for which there can, under existing law, be no recovery of just compensation because of the inability to obtain the information necessary to prove *negligence*. The duty to exercise the necessary police supervision to prevent these fire losses can readily be committed by the railroad companies to their track walkers.

Drafts of Acts of Assembly in accordance with these suggestions are herewith presented.

The Commission held one hundred and sixty-five meetings in Har-rasiburg, eleven meetings in Philadelphia and six meetings in Pitts-burgh. In addition to these meetings, there were held by the various Commissioners meetings and inspections in the Counties of Beaver, Berks, Blair, Cameron, Centre, Chester, Clearfield, Lancaster, Mont-gomery, Schuylkill and Union.

All of which is respectfully submitted:

(Signed) Samuel W. Pennypacker,
Chairman.

S. LaRue Tone,
Emory R. Johnson,
Milton J. Brecht,
Charles F. Wright,
Frank M. Wallace,
Walter H. Gaither.

DRAFT OF SUGGESTED LEGISLATION.

AN ACT

To amend Section Four, of Article Five, of an Act entitled: "An Act defining public service companies and providing for their regulation by prescribing and defining their duties and liabilities; prescribing, defining, and limiting their powers, and regulating their incorporations, and to a limited extent regulating municipal corporations engaged or about to engage in the business of public service companies; creating and establishing a Public Service Commission for the regulation aforesaid; prescribing and defining the powers and duties of such Commission and its officers, including the exclusive power to regulate the construction, alteration, relocation, or abolition of the crossings of railroad corporations, street railway corporations, or other public service companies, and of public highways by the tracks or other facilities of said companies; providing for the ascertainment by the Commission of the expense and damages resulting from such construction, alteration, relocation, or abolition, and for the payment of such expense and damages, severally or proportionately, by the public service companies interested, the State, or municipal corporation concerned, and giving persons whose property is thereby taken, injured, or destroyed, authority to sue the Commonwealth for damages in such cases; providing for the terms, salaries, and compensation of the members of the commission, its officers, counsel, and employes; prescribing and regulating the practice and procedure before such commission, and upon appeal and judicial review of its orders and determinations by the courts of common pleas; and giving the court of common pleas of Dauphin County exclusive jurisdiction of such appeals in certain cases, and of all injunctions, mandamus, or other appropriate proceedings to enforce the provisions of this act and the orders of the commission, and to restrain such orders, subject to an appeal to the Supreme Court; prescribing penalties, fines, and imprisonment for the violation of the provisions of this act and for the violation of the orders of said commission; making it the duty of the Public Service Commission to enforce the provisions of the act approved the nineteenth day of June, one thousand nine hundred and eleven, entitled 'An act to promote the safety of travelers and employes on railroads, by compelling common carriers by railroad to properly man their trains,' by amending section nine thereof; repealing the act approved the thirty-first day of May, one thousand nine hundred and seven, which provided for the appointment of the Pennsylvania State Railroad Commission; and sections one and two of the act, approved the fourth day of June, one thousand eight hundred and eighty-three, entitled 'An act to enforce the provisions of the seventeenth article of the Constitution, relative to railroad and canals;' and an act, entitled 'To provide the maximum car service charges, including car storage charges, that railroad companies and corporations, or associations, may charge and collect on each car loading, and not unloaded within the free time for unloading cars, and fixing the free time that shall be allowed for unloading cars,' approved twenty-fourth day of May, Anno Domini one thousand nine hun-

dred and seven; and the proviso of clause three and the provisos of clause seven of section thirty-four of the act, entitled 'An act to provide for the incorporation and regulation of certain corporations,' approved the twenty-ninth day of April, one thousand eight hundred and seventy-four, and all other legislation inconsistent with or supplied by this act," approved July twenty-sixth, one thousand nine hundred and thirteen, so as to vest in the Public Service Commission of the Commonwealth of Pennsylvania the power to suspend, for a period of ninety days, any proposed increased rates of public service companies.

Section 1. Be it enacted, &c., That section four, of article five, of an Act entitled: "An act defining public service companies; and providing for their regulation by prescribing and defining their duties and liabilities; prescribing, defining, and limiting their powers, and regulating their incorporations, and to a limited extent regulating municipal corporations engaged or about to engage in the business of public service companies; creating and establishing a Public Service Commission for the regulation aforesaid; prescribing and defining the powers and duties of such Commission and its officers, including the exclusive power to regulate the construction, alteration, relocation, or abolition of the crossings of railroad corporations, street railway corporations, or other public service companies, and of public highways by the tracks or other facilities of said companies: providing for the ascertainment by the Commission of the expense and damages resulting from such construction, alteration, relocation, or abolition, and for the payment of such expense and damages, severally or proportionately, by the public service companies interested, the State, or municipal corporation concerned, and giving persons whose property is thereby taken, injured, or destroyed, authority to sue the Commonwealth for damages in such cases; providing for the terms, salaries, and compensation of the members of the commission, its officers, counsel, and employes; prescribing and regulating the practice and procedure before such commission, and upon appeal and judicial review of its orders and determinations by the courts of common pleas; and giving the court of common pleas of Dauphin County exclusive jurisdiction of such appeals in certain cases, and of all injunctions, mandamus, or other appropriate proceedings to enforce the provisions of this act and the orders of the commission, and to restrain such orders, subject to an appeal to the Supreme Court; prescribing penalties, fines, and imprisonment for the violation of the provisions of this act and for the violation of the orders of said commission; making it the duty of the Public Service Commission to enforce the provisions of the act approved the nineteenth day of June, one thousand nine hundred and eleven, entitled "An act to promote the safety of travelers and employes on railroads, by compelling common carriers by railroad to properly man their trains," by amending section nine thereof; repealing the

act approved the thirty-first day of May, one thousand nine hundred and seven, which provided for the appointment of the Pennsylvania State Railroad Commission; and sections one and two of the act, approved the fourth day of June, one thousand eight hundred and eighty-three, entitled "An act to enforce the provisions of the seventeenth article of the Constitution, relative to railroads and canals;" and an act, entitled "To provide the maximum car service charges, including car storage charges, that railroad companies and corporations, or associations, may charge and collect on each car loading, and not unloaded within the free time for unloading cars, and fixing the free time that shall be allowed for unloading cars," approved twenty-fourth day of May, Anno Domini one thousand nine hundred and seven; and the proviso of clause three and the provisos of clause seven of section thirty-four of the act, entitled "An act to provide for the incorporation and regulation of certain corporations," approved the twenty-ninth day of April, one thousand eight hundred and seventy-four, and all other legislation inconsistent with or supplied by this act," approved July twenty-sixth, one thousand nine hundred and thirteen, which reads as follows:

"Section 4. Whenever the commission receives notice of any change proposed in any tariff or schedule filed or posted under the provisions of this act, it shall have power, either upon complaint or upon its own motion, and, if it so orders, without answer or other formal pleading by the interested public service company, after notice, to hold a public hearing, and make investigations as to the propriety of such proposed change and of the new rate, practice, or classification. After such hearing and investigation, whether completed before or after such change goes into effect, the commission may make such order in reference to the new rate, practice, and classification as would be proper in a proceedings initiated after the same had become effective. At any such hearing involving any proposed increase in any rate, the burden of proof to show that such increased rate is just and reasonable shall be upon the public service company.

The commission shall have power, in its discretion, and for good cause shown, to permit changes in the tariffs or schedules filed and published, upon less than the thirty days' notice specified in article two, section one (f), of this act, or upon other conditions which shall be just and reasonable.

The commission shall also have power, in its discretion, where any notice of increase in any rates, fares, tolls, or charges of a public service company has been filed, to require by general rule or special order that such company shall furnish to its shippers, consumers, or other patrons a certificate or other evidence of payments made by them in excess of the prior established rate." be and the same hereby is amended so as to read as follows:

“Section 4. Whenever the commission receives notice of any change proposed in any tariff or schedule filed or posted, under the provisions of this act, it shall have power, either upon complaint, or upon its own motion, and if it so orders, without answer or other formal pleading by the interested public service company, after notice, to hold a public hearing and make investigations as to the propriety of such proposed change and of the new rate, FARE, TOLL, CHARGE, classification, REGULATION OR PRACTICE, and PENDING SUCH HEARING AND INVESTIGATION AND THE DETERMINATION OF THE COMMISSION THEREON THE COMMISSION, UPON FILING WITH SUCH NOTICE OF CHANGE PROPOSED IN ANY TARIFF OR SCHEDULE AND DELIVERING TO THE PUBLIC SERVICE COMPANY OR PUBLIC SERVICE COMPANIES AFFECTED THEREBY, A STATEMENT IN WRITING OF ITS REASONS FOR SUCH SUSPENSION, MAY SUSPEND THE OPERATION OF SUCH TARIFF OR SCHEDULE AND DEFER THE USE OF SUCH RATE, FARE, TOLL, CHARGE, CLASSIFICATION, REGULATION OR PRACTICE, BUT NOT FOR A LONGER PERIOD THAN NINETY DAYS BEYOND THE TIME WHEN SUCH RATE, FARE, CHARGE, CLASSIFICATION, REGULATION OR PRACTICE, WOULD OTHERWISE GO INTO EFFECT, AND AFTER FULL HEARING, WHETHER COMPLETED BEFORE OR AFTER THE RATE, FARE, TOLL, CHARGE, CLASSIFICATION, REGULATION OR PRACTICE GOES INTO EFFECT, THE COMMISSION MAY MAKE SUCH ORDER IN REFERENCE TO SUCH RATE, FARE, TOLL, CHARGE, CLASSIFICATION, REGULATION OR PRACTICE AS WOULD BE PROPER IN A PROCEEDING INITIATED AFTER THE SAME HAD BECOME EFFECTIVE. AT ANY SUCH HEARING INVOLVING ANY PROPOSED INCREASE IN ANY RATE, FARE, TOLL OR CHARGE, THE BURDEN OF PROOF TO SHOW THAT THE PROPOSED INCREASED RATE, FARE, TOLL OR CHARGE IS JUST AND REASONABLE, SHALL BE UPON THE PUBLIC SERVICE COMPANY.

The commission shall have power, in its discretion, and for good cause shown, to permit changes in the tariffs or schedules filed and published, upon less than the thirty days' notice specified in article two, section one (f), of this act, or upon other conditions which shall be just and reasonable.

The commission shall also have power, in its discretion, where any notice of increase in any rates, fares, tolls, or charges of a public service company has been filed, to require by general rule or special order that such company shall furnish to its shippers, consumers, or other patrons a certificate or other evidence of payments made by them in excess of the prior established rate.”

AN ACT

To amend section two, of article six, of an Act entitled: "An act defining public service companies; and providing for their regulation by prescribing and defining their duties and liabilities; prescribing, defining, and limiting their powers, and regulating their incorporations, and to a limited extent regulating municipal corporations engaged or about to engage in the business of public service companies; creating and establishing a Public Service Commission for the regulation aforesaid; prescribing and defining the powers and duties of such Commission and its officers, including the exclusive power to regulate the construction, alteration, relocation, or abolition of the crossings of railroad corporations, street railway corporations, or other public service companies, and of public highways by the tracks or other facilities of said companies: providing for the ascertainment by the Commission of the expense and damages resulting from such construction, alteration, relocation, or abolition, and for the payment of such expense and damages, severally or proportionately, by the public service companies interested, the State, or municipal corporation concerned, and giving persons whose property is thereby taken, injured, or destroyed, authority to sue the Commonwealth for damages in such cases; providing for the terms, salaries, and compensation of the members of the commission, its officers, counsel, and employes; prescribing and regulating the practice and procedure before such commission, and upon appeal and judicial review of its orders and determinations by the courts of common pleas; and giving the court of common pleas of Dauphin County exclusive jurisdiction of such appeals in certain cases, and of all injunctions, mandamus, or other appropriate proceedings to enforce the provisions of this act and the orders of the commission, and to restrain such orders, subject to an appeal to the Supreme Court; prescribing penalties, fines, and imprisonment for the violation of the provisions of this act and for the violation of the orders of said commission; making it the duty of the Public Service Commission to enforce the provisions of the act approved the nineteenth day of June, one thousand nine hundred and eleven, entitled 'An act to promote the safety of travelers and employes on railroads, by compelling common carriers by railroad to properly man their trains,' by amending section nine thereof; repealing the act approved the thirty-first day of May, one thousand nine hundred and seven, which provided for the appointment of the Pennsylvania State Railroad Commission; and sections one and two of the act, approved the fourth day of June, one thousand eight hundred and eighty-three, entitled 'An act to enforce the provisions of the seventeenth article of the Constitution, relative to railroads and canals;' and an act, entitled 'To provide the maximum car service charges, including car storage charges, that railroad companies and corporations, or associations, may charge and collect on each car loading, and not unloaded within the free time for unloading cars,' and fixing the free time that shall be allowed for unloading cars,' approved the twenty-fourth day of May, Anno Domini one thousand nine hundred and seven; and the proviso of clause three and the provisos of clause seven of section thirty-four of the act,

entitled 'An act to provide for the incorporation and regulation of certain corporations,' approved the twenty-ninth day of April, one thousand eight hundred and seventy-four, and all other legislation inconsistent with or supplied by this act," approved July twenty-sixth, one thousand nine hundred and thirteen, regulating witness fees, mileage, cost of service of subpoenas and costs, and the payment thereof in proceedings before the Public Service Commission of the Commonwealth of Pennsylvania.

Section 1. Be it enacted, &c., That section two of article six, of an Act entitled: "An act defining public service companies; and providing for their regulation by prescribing and defining their duties and liabilities; prescribing, defining, and limiting their powers, and regulating their incorporations, and to a limited extent regulating municipal corporations engaged or about to engage in the business of public service companies; creating and establishing a Public Service Commission for the regulation aforesaid; prescribing and defining the powers and duties of such Commission and its officers, including the exclusive power to regulate the construction, alteration, relocation, or abolition of the crossings of railroad corporations, street railway corporations, or other public service companies, and of public highways by the tracks or other facilities of said companies: providing for the ascertainment by the Commission of the expense and damages resulting from such construction, alteration, relocation, or abolition, and for the payment of such expense and damages, severally or proportionately, by the public service companies interested, the State, or municipal corporation concerned, and giving persons whose property is thereby taken, injured, or destroyed, authority to sue the Commonwealth for damages in such cases; providing for the terms, salaries, and compensation of the members of the commission, its officers, counsel, and employes; prescribing and regulating the practice and procedure before such commission, and upon appeal and judicial review of its orders and determinations by the courts of common pleas; and giving the court of common pleas of Dauphin County exclusive jurisdiction of such appeals in certain cases, and of all injunctions, mandamus, or other appropriate proceedings to enforce the provisions of this act and the orders of the commission, and to restrain such orders, subject to an appeal to the Supreme Court; prescribing penalties, fines, and imprisonment for the violation of the provisions of this act and for the violation of the orders of said commission; making it the duty of the Public Service Commission to enforce the provisions of the act approved the nineteenth day of June, one thousand nine hundred and eleven, entitled 'An act to promote the safety of travelers and employes on railroads, by compelling common carriers by railroad to properly man their trains,' by amending section nine thereof; repealing the act approved the thirty-first day of May, one thousand nine hundred

and seven, which provided for the appointment of the Pennsylvania State Railroad Commission; and sections one and two of the act, approved the fourth day of June, one thousand eight hundred and eighty-three, entitled 'An act to enforce the provisions of the seventeenth article of the Constitution, relative to railroads and canals;' and an act entitled 'To provide the maximum car service charges, including car storage charges, that railroad companies and corporations, or associations, may charge and collect on each car loading, and not unloaded within the free time for unloading cars, and fixing the free time that shall be allowed for unloading cars,' approved twenty-fourth day of May, Anno Domini one thousand nine hundred and seven; and the proviso of clause three and the provisos of clause seven of section thirty-four of the act, entitled 'An act to provide for the incorporation and regulation of certain corporations,' approved the twenty-ninth day of April, one thousand eight hundred and seventy-four, and all other legislation inconsistent with or supplied by this act," approved July twenty-sixth, one thousand nine hundred and thirteen, which reads as follows:

"Section 2. The commission may require copies of books, papers, or abstracts thereof, to be sent to it in any part of the Commonwealth, in all cases in which it would have the right to examine the originals or compel their production before it. All subpoenas issued by the commission shall be under its seal, and shall be signed by a commissioner or by the secretary, and may be served by any adult in any part of this Commonwealth.

Each witness required to attend before the commission or a commissioner shall receive for each day's attendance the sum of one dollar and fifty cents, and shall receive, in addition, the sum of three cents for each mile circular traveled by such witness, by the usual route, between his home and the place where his presence is required.

All disbursements made in the payment of such fees shall be included in, and paid in the same manner as is provided for the payment of other expenses of the commission.

The fees for serving a subpoena shall be the same as those paid the sheriff for similar services. The fees, expenses, and costs of, or in connection, with, any hearing may be imposed by the commission upon any party to the record, or may be divided between any or all parties to the record in such proportions as the commission may determine," be and the same hereby is amended so as to read as follows:

"Section 2. The commission may require copies of books, papers, or abstracts thereof, to be sent to it in any part of the Commonwealth, in all cases in which it would have the right to examine the originals or compel their production before it. All subpoenas issued

by the commission shall be under its seal, and shall be signed by a commissioner or by the secretary, and may be served by any adult in any part of this Commonwealth.

Each witness required to attend before the commission or a commissioner shall receive for each day's attendance the sum of one dollar and fifty cents, and shall receive, in addition, the sum of three cents for each mile circular traveled by such witness, by the usual route, between his home and the place where his presence is required. THE FEES FOR SERVING A SUBPOENA SHALL BE THE SAME AS THOSE PAID THE SHERIFF FOR SIMILAR SERVICES. SUCH WITNESS FEES, MILEAGE AND FEES FOR SERVING A SUBPOENA SHALL BE PAID BY THE PARTY TO THE PROCEEDING SUBPOENAING SUCH WITNESS. THE WITNESS FEES, MILEAGE AND COSTS OF SERVING SUBPOENAS ISSUED AT THE INSTANCE OF THE COMMISSION AND NOT AT THE INSTANCE OF ANY PARTY TO THE PROCEEDING SHALL BE PAID BY THE COMMISSION.

ALL DISBURSEMENTS WHICH MAY BE MADE BY THE COMMISSION IN THE PAYMENT OF WITNESS FEES, MILEAGE AND COSTS OF SERVING SUBPOENAS SHALL BE INCLUDED IN AND PAID IN THE SAME MANNER AS IS PROVIDED FOR THE PAYMENT OF OTHER EXPENSES OF THE COMMISSION.

THE SAID WITNESS FEES, MILEAGE AND FEES FOR SERVING SUBPOENAS AND EXPENSES AND COSTS OF OR IN CONNECTION WITH ANY HEARING MAY BE IMPOSED BY THE COMMISSION UPON ANY PARTY TO THE RECORD, OR MAY BE DIVIDED BETWEEN ANY OR ALL PARTIES TO THE RECORD IN SUCH PROPORTIONS AS THE COMMISSION MAY DETERMINE."

AN ACT

To amend the second and third sections of article five of an act entitled: "An act defining public service companies; and providing for their regulation by prescribing and defining their duties and liabilities; prescribing, defining, and limiting their powers, and regulating their incorporations, and to a limited extent regulating municipal corporations engaged or about to engage in the business of public service companies; creating and establishing a Public Service Commission for the regulation aforesaid; prescribing and defining the powers and duties of such Commission and its officers, including the exclusive power to regulate the construction, alteration, relocation, or abolition of the crossings of railroad corporations, street railway corporations, or other public service companies,

and of public highways by the tracks or other facilities of said companies: providing for the ascertainment by the Commission of the expense and damages resulting from such construction, alteration, relocation, or abolition, and for the payment of such expense and damages, severally or proportionately, by the public service companies interested, the State, or municipal corporation concerned, and giving persons whose property is thereby taken, injured, or destroyed, authority to sue the Commonwealth for damages in such cases; providing for the terms, salaries, and compensation of the members of the commission, its officers, counsel, and employes; prescribing and regulating the practice and procedure before such commission, and upon appeal and judicial review of its orders and determinations by the courts of common pleas; and giving the court of common pleas of Dauphin County exclusive jurisdiction of such appeals in certain cases, and of all injunctions, mandamus, or other appropriate proceedings to enforce the provisions of this act and the orders of the commission, and to restrain such orders, subject to an appeal to the Supreme Court; prescribing penalties, fines, and imprisonment for the violation of the provisions of this act and for the violation of the orders of said commission; making it the duty of the Public Service Commission to enforce the provisions of the act approved the nineteenth day of June, one thousand nine hundred and eleven, entitled 'An act to promote the safety of travelers and employes on railroads, by compelling common carriers by railroad to properly man their trains,' by amending section nine thereof; repealing the act approved the thirty-first day of May, one thousand nine hundred and seven, which provided for the appointment of the Pennsylvania State Railroad Commission; and sections one and two of the act, approved the fourth day of June, one thousand eight hundred and eighty-three, entitled 'An act to enforce the provisions of the seventeenth article of the Constitution, relative to railroads and canals;' and an act, entitled 'To provide the maximum car service charges, including car storage charges, that railroad companies and corporations, or associations, may charge and collect on each car loading, and not unloaded within the free time for unloading cars and fixing the free time that shall be allowed for unloading cars,' approved the twenty-fourth day of May, Anno Domini one thousand nine hundred and seven; and the proviso of clause three and the provisos of clause seven of section thirty-four of the act, entitled 'An act to provide for the incorporation and regulation of certain corporations,' approved the twenty-ninth day of April, one thousand eight hundred and seventy-four, and all other legislation inconsistent with or supplied by this act," approved July twenty-sixth, one thousand nine hundred and thirteen.

Section 1. Be it enacted, &c., That section two of article five of an Act entitled: "An act defining public service companies; and providing for their regulation by prescribing and defining their duties and liabilities; prescribing, defining, and limiting their powers, and regulating their incorporations, and to a limited extent regulating municipal corporations engaged or about to engage in the business of public service companies; creating and establishing a Public

Service Commission for the regulation aforesaid; prescribing and defining the powers and duties of such Commission and its officers, including the exclusive power to regulate the construction, alteration, relocation, or abolition of the crossings of railroad corporations, street railway corporations, or other public service companies, and of public highways by the tracks or other facilities of said companies: providing for the ascertainment by the Commission of the expense and damages resulting from such construction, alteration, relocation, or abolition, and for the payment of such expense and damages, severally or proportionately, by the public service companies interested, the State, or municipal corporation concerned, and giving persons whose property is thereby taken, injured, or destroyed, authority to sue the Commonwealth for damages in such cases; providing for the terms, salaries, and compensation of the members of the commission, its officers, counsel, and employes; prescribing and regulating the practice and procedure before such commission, and upon appeal and judicial review of its orders and determinations by the courts of common pleas; and giving the court of common pleas of Dauphin County exclusive jurisdiction of such appeals in certain cases, and of all injunctions, mandamus, or other appropriate proceedings to enforce the provisions of this act and the orders of the commission, and to restrain such orders, subject to an appeal to the Supreme Court; prescribing penalties, fines, and imprisonment for the violation of the provisions of this act and for the violation of the orders of said commission; making it the duty of the Public Service Commission to enforce the provisions of the act approved the nineteenth day of June, one thousand nine hundred and eleven, entitled 'An act to promote the safety of travelers and employes on railroads, by compelling common carriers by railroad to properly man their trains,' by amending section nine thereof; repealing the act approved the thirty-first day of May, one thousand nine hundred and seven, which provided for the appointment of the Pennsylvania State Railroad Commission; and sections one and two of the act, approved the fourth day of June, one thousand eight hundred and eighty-three, entitled 'An act to enforce the provisions of the seventeenth article of the Constitution, relative to railroads and canals;' and an act, entitled 'To provide the maximum car service charges, including car storage charges, that railroad companies and corporations, or associations, may charge and collect on each car loading, and not unloaded within the free time for unloading cars, and fixing the free time that shall be allowed for unloading cars,' approved twenty-fourth day of May, Anno Domini one thousand nine hundred and seven; and the proviso of clause three and the provisos of clause seven of section thirty-four of the act, entitled 'An act to provide for the incorporation and regulation of certain corpora-

tions,' approved the twenty-ninth day of April, one thousand eight hundred and seventy-four, and all other legislation inconsistent with or supplied by this act," approved July twenty-sixth, one thousand nine hundred and thirteen, which reads as follows:

"Section 2. Whenever the commission shall determine, after hearing, had upon its own motion, or upon complaint, as hereinafter provided, that the service, facilities, rules, regulations, practices, or classifications of any public service company, in respect to, or in connection with, or employed by, or in the performance of, its public duties within this Commonwealth, are unsafe, inadequate, insufficient, unjust, or unreasonable, the commission shall determine, and specify by an order in writing to be made and filed as hereinafter provided, and to be served as hereinafter provided upon every public service company to be affected thereby, the just, reasonable, safe, adequate, and sufficient service, facilities, rules, regulations, or practices, thereafter to be put in force, observed, rendered, used, or furnished in the performance of its public duties by said public service company or companies and thereupon it shall be the duty of every public service company affected by said order to observe and obey said order and all and every the mandates and requirements thereof," be and the same hereby is amended so as to read as follows:

"Section 2. Whenever the commission shall determine, after hearing had upon its own motion or upon complaint, as hereinafter provided, that the service, facilities, rules, regulations, practices and classifications of any public service company in respect to, or in connection with, or employed by, or in the performance of, its public duties within this Commonwealth, are unsafe, inadequate, insufficient, unjust or unreasonable, OR ARE UNJUSTLY, UNDULY, OR UNREASONABLY, DISCRIMINATORY OR PREFERENTIAL, IN FAVOR OF OR AGAINST ANY PARTICULAR PERSON, CORPORATION, LOCALITY, OR ANY PARTICULAR KIND OR DESCRIPTION OF TRAFFIC OR SERVICE, the commission shall determine and specify, by an order in writing, to be made and filed as hereinafter provided, and to be served, as hereinafter provided, upon every public service company affected thereby, the just, reasonable, safe, adequate and sufficient service, facilities, rules, regulations or practices thereafter to be put in force, observed, rendered, used or furnished, in the performance of its public duties by said public service company or companies, and thereupon it shall be the duty of every public service company affected by said order to observe and obey said order and all and every the mandates and requirements thereof."

Section 2. That section three of article five of said act, which reads as follows:

"Section 3. Whenever the commission shall determine, after hearing, had upon its own motion, or upon complaint, that the rates, fares, tolls, or charges established, demanded, exacted, charged, or collected by any public service company or companies, for any service rendered or furnished, are unjust or unreasonable or inadequate, or are unjustly discriminatory or unduly or unreasonably preferential; or that the facilities or service furnished or rendered by any public service company or companies are unjustly discriminatory, or unduly or unreasonably preferential; in favor of or against any particular person, corporation, locality, or any particular kind or description of traffic or service,—then the commission shall determine, and prescribe by a specific order, the maximum, just, due, equal, and reasonable rates, fares, tolls, and charges to be thereafter established, demanded, exacted, charged, or collected for the service to be performed; and the just, due, equal, reasonable, and proper regulations and practices, as affecting such rates, to be observed by the public service company; and the commission may classify such rates. The said order shall be served, as hereinafter provided, upon all public service companies by which such rates, fares, tolls, and charges, and such regulations and practices affecting the same, are thereafter to be charged and observed. The power to fix maximum rates or charges shall include the power to fix joint rates or charges where joint service is rendered by two or more public service companies, or where other public service companies may be interested in the rate or charge," be and the same hereby is amended so as to read as follows:

"Section 3. Whenever the commission shall determine, after hearing had, upon its own motion or upon complaint, that the rates, fares, tolls, or charges established, demanded, exacted, charged, or collected by any public service company or companies, for any service rendered or furnished, are unjust or unreasonable, or are unjustly discriminatory, or unduly or unreasonably preferential, then the commission shall determine and prescribe by a specific order, the maximum, just, due, equal and reasonable rates, fares, tolls and charges to be thereafter established, demanded, exacted, charged or collected, for the service to be performed, and the just, due, equal, reasonable and proper regulations and practices as affecting such rates, fares, tolls or charges to be observed by the public service company, and the commission may classify such rates, fares, tolls or charges.

The said order shall be served, as hereinafter provided, upon all public service companies by which such rates, fares, tolls and charges and such regulations and practices affecting the same are thereafter to be charged and observed. The power to fix maximum rates, fares,

tolls or charges shall include the power to fix maximum joint rates, fares, tolls or charges, where joint service is rendered by two or more public service companies, or where other public service companies may be interested in the rate, fare, toll or charge."

AN ACT

Prohibiting trespassing on the tracks, rights of way, locomotive engines, or cars, of railroad companies operating within this State, and providing punishment for such trespassing.

Section 1. Be it enacted, &c., That from and after the passage of this act it shall be unlawful for any person not authorized or empowered so to do, to enter, walk, ride, drive or loiter upon the tracks, rights of way, locomotive engines or cars, of any railroad company, or for any person to cross such tracks or rights of way at any place other than at a public or private crossing; *Provided, however*, that none of the provisions of this act shall apply to any persons going in, or upon such tracks, rights of way, engines or cars, for the purpose of saving human lives, or for the protection of property, *and provided*, further, that this act shall not apply to any person walking, riding, or driving upon or along the tracks or rights of way of railroad companies located upon any public highway or street, except that such person may be held guilty of negligence or of contributory negligence in so doing, as heretofore.

Section 2. Any person who shall violate any of the provisions of this act shall be guilty of a misdemeanor, and upon conviction thereof shall be sentenced to pay a fine of not more than fifty dollars, or undergo imprisonment in the jail or the house of correction of the proper county for not more than thirty days, either or both, at the discretion of the court.

Section 3. All acts or parts of acts inconsistent herewith be and the same are hereby repealed.

AN ACT

To provide for just compensation to the Commonwealth and to persons and corporations for loss or damage to property by fire proximately caused by the operation of locomotive engines on railroads in this State by making railroad corporations responsible for all such loss and damage irrespective of the existence or non-

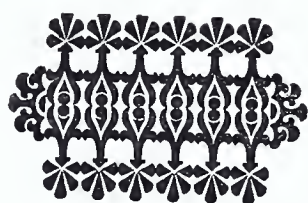
existence of negligence on their part, in cases where such fires arise within one hundred feet of the railroads or rights of way owned or operated by such corporations, outside of the territorial limits of cities and boroughs.

Section 1. Be it enacted, &c., That every railroad corporation owning or operating a railroad in this State shall, irrespective of the existence or non-existence of negligence on its part, be liable for all damages to the property of the Commonwealth, or of any person or corporation, resulting from fire communicated directly or indirectly by locomotive engines in use upon the railroad owned or operated by such railroad corporation in this State, except in cities and boroughs: Provided, that the fire so communicated arise within 100 feet of the railroad or right of way, owned or operated by such railroad corporation; and provided, also, that such damages are proximately caused by such railroad corporation.

Section 2. Every such railroad corporation shall have an insurable interest in the property for the damages to which it may become liable, under the provisions of section one of this act, and may procure insurance thereon in its own behalf for its protection against such damages.

Section 3. The provisions of section one of this act shall not impair or abridge the liability of railroad corporations for negligence under existing law, but are cumulative and independent of such negligence.

Section 4. All acts or parts of acts inconsistent herewith be and the same are hereby repealed.



APPENDICES.

PART I.

PENNSYLVANIA STATE RAILROAD
COMMISSION.



A**TABLE OF COMPLAINTS**

PENDING BEFORE THE

PENNSYLVANIA STATE RAILROAD COMMISSION

JANUARY 1, 1913

Complaint
Docket No.

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|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| 388. W. F. Fowler, et al.
vs.
The Pennsylvania Railroad Company.
Filed January 7, 1910. | In re station facilities at Eaglesville on the Bald Eagle Valley Branch.

Closed February 13, 1913. |
| 646. Guy F. Roush, et al.
vs.
Pennsylvania Railroad Company.
Filed June 6, 1911. | Inadequate passenger and freight station facilities.

Closed May 6, 1913. |
| 680. Henry Heilman
vs.
Pittsburgh, Harmony, Butler & New Castle Railway Company.
Filed July 20, 1911. | Rate on crushed limestone between Harmony Junction and Warrendale.

Closed June 21, 1913. |
| 706. U. J. Sheets, et al.
vs.
Central District & Printing Telegraph Company.
Filed August 25, 1911. | Rate for business telephone in Jeannette.

Pending. |
| 760. Residents of Coatesville
vs.
West Chester Street Railway Company.
Filed November 22, 1911. | Inadequate service.

Closed May 27, 1913. |
| 765. Wm. J. Holstein, et al.
vs.
Pennsylvania Railroad Company.
Filed December 4, 1911. | Charge for refrigerator service which it is alleged is not furnished during cold weather.
Closed May 8, 1913. |
| 786. Frank H. Colladay
vs.
Philadelphia Rapid Transit Company.
Southern Pennsylvania Traction Company.
Filed January 4, 1912. | Inadequate facilities for transferring passengers at Angora.

Closed June 19, 1913. |
| 798. W. S. Poorman, et al.
vs.
The Bell Telephone Company of Pennsylvania.
Filed January 19, 1912. | Discrimination in rental charge between certain professional and business men.

Pending. |
| 810. George Sloyer
vs.
Adams Express Company,
Pennsylvania Railroad Company.
Filed December 2, 1911. | In re service.

Closed February 3, 1914. |

Complaint
Docket No.

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| 814. George H. Mell
vs.
Pennsylvania Railroad Company.
Filed February 9, 1912. | Station facilities at Emporium Junction.

Closed June 18, 1913. |
| 828. Vulcan Crucible Steel Company
vs.
American Express Company.
Filed February 28, 1912. | Proposed removal of express office from Aliquippa to Woodlawn.

Closed February 13, 1913. |
| 840. Residents of Allegheny and Carroll Township, Cambria County
vs.
Pennsylvania Railroad Company.
Filed March 22, 1912. | Petition for flag stop at Chest Road.

Closed January 7, 1914. |
| 844. Charles Dougherty
vs.
West Penn Railways Company.
Filed April 1, 1912. | Excessive steep grade on Bryn Mawr Branch.

Closed June 5, 1913. |
| 855. W. H. Cox & Company
vs.
Lake Shore & Michigan Southern Railroad Company,
Pennsylvania Lines West of Pittsburgh.
Filed April 22, 1912. | Overcharge on lumber van to New Castle.

Closed February 13, 1913. |
| 862. Postal Telegraph Cable Company
vs.
Central District and Printing Telegraph Company.
Filed May 2, 1912. | Alleged discrimination in diverting to the Western Union Telegraph Company, telegrams intended for Postal Telegraph Cable Company.
Closed November 21, 1913. |
| 865 Wm. W. Powell, Jr.
vs.
Central District Printing Telegraph Company.
Filed May 3, 1912. | Refusal to renew contract for telephone service except at increased rates.

Pending. |
| 874. Empire Lime Kilns
vs.
Central Railroad of Pennsylvania.
Filed May 24, 1912. | Rate on lime, Bellefonte to Pennsylvania Railroad Junction.

Closed October 8, 1913. |
| 876. Borough of Minersville
vs.
Peoples Railway Company.
Filed May 21, 1912. | Inadequate passenger and freight station facilities at Minersville.

Closed August 4, 1913. |
| 881. S. Lebow
vs.
Pennsylvania Railroad Company.
Filed June 8, 1912. | Rate on scrap iron, Pittsburgh to Vienna.

Closed February 8, 1913. |
| 884. Venango Oil & Supply Company
vs.
Pennsylvania Railroad Company.
Filed June 15, 1912. | Refusal to deliver upon private siding.

Closed January 11, 1913. |
| 886. P. H. Gladfelter Company
vs.
Pennsylvania Railroad Company.
Filed June 19, 1912. | Rate on paper, Spring Grove to Pittsburgh.

Closed May 27, 1913. |

Complaint
Docket No.

906. H. H. Rice, et al.
vs.
Valley Traction Company.
Filed August 8, 1912. Petition for establishment of system of transfers.
Closed February 13, 1913.
909. Central Trades & Labor Council,
DuBois.
vs.
DuBois Traction Company,
United Traction Company.
Filed August 14, 1912. Excessive rate of fare DuBois to Eriton.
Lack of shelter facilities at intersection
of Respondent's line.
Closed June 6, 1913.
910. D. R. Caru
vs.
Pennsylvania Railroad Company.
Filed August 16, 1912. Overcrowded condition of trains between
Cloyburg and Holidaysburg on Satur-
day and Sunday evenings.
Closed February 13, 1913.
919. H. Frank Eshelman
vs.
Pennsylvania Railroad Company.
Filed July 31, 1913. In re siding facilities.
Closed February 13, 1913.
922. J. M. Sininger
vs.
Erie Railroad Company.
Filed August 29, 1912. In re passenger rates of fare Sharon to
Shenango.
Closed February 17, 1913.
923. W. H. Cox and Company
vs.
Pennsylvania Railroad Company.
Filed August 29, 1912. Rates on ties and Lumber from Oil City
to various points.
Closed January 7, 1914.
929. R. A. Hagan
vs.
Pittsburgh Railways Company.
Filed September 4, 1912. Rate of fare East McKeesport to East
Pittsburgh.
Closed May 28, 1913.
930. W. H. Cox and Company
vs.
Lake Shore & Michigan Southern
Railway Company.
Filed September 9, 1912. Rates on lumber and limestone, Oil City
to various points.
Closed January 7, 1914.
933. H. D. Hoffman
vs.
Latrobe Street Railway Company.
Filed September 17, 1912. Overcrowded condition of car between
Latrobe and Ligonier, particularly at
10.00 o'clock P. M. Saturdays.
Closed May 27, 1913.
935. D. M. Yerkes
vs.
The Bell Telephone Company of
Pennsylvania.
Filed October 2, 1912. Rate for telephone service in Borough of
Milbourne.
Closed July 18, 1913.
937. E. Fischer
vs.
Wilkes-Barre Street Railway
Company.
Filed September 28, 1912. Overcrowded condition of cars between
the hours of 5 o'clock and 7 o'clock
P. M.
Closed February 13, 1913.
941. Johnstown Telephone Company
vs.
Central District and Printing Tele-
graph Company.
Filed October 5, 1912. Furnishing telephone service to business
houses at residence rates.
Closed August 4, 1913.

Complaint
Docket No.

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| <p>948. S. E. Witmer
vs.
Pennsylvania Railroad Company.
Filed October 16, 1912.</p> | <p>Use of tracks on Borough street for
switching purpose.
Closed February 17, 1913.</p> |
| <p>949. Manufacturers' Association of Lan-
caster
vs.
Pennsylvania Railroad Company.
Filed October 17, 1912.</p> | <p>Excessive rate on bituminous coal from
Clearfield District to Lancaster.
Closed October 31, 1913.</p> |
| <p>950. Harry E. Bellis and
Northwest Business Men's Asso-
ciation, et al.
vs.
Philadelphia & Reading Railway
Company, et al.
Filed October 7, 1912.</p> | <p>Rate on anthracite coal into the City of
Philadelphia.
Pending.</p> |
| <p>951. Blair Lumber Company
vs.
Ligonier Valley Railroad Company.
Filed October 21, 1912.</p> | <p>Excessive rate on ties compared with rate
on lumber.
Closed February 13, 1913.</p> |
| <p>952. Pennsylvania Paraffine Works.
vs.
Pennsylvania Railroad Company.
Pennsylvania Company.
Filed October 21, 1912.</p> | <p>Excessive rate on oil Walford to Titus-
ville.
Pending.</p> |
| <p>953. H. W. Tate
vs.
American Express Company.
Filed October 18, 1912.</p> | <p>Alleged discriminatory rate from Curry
Run to Philadelphia as compared with
rate from Mehaffey to Philadelphia.
Closed June 18, 1913.</p> |
| <p>956. H. C. Cassell, et al.
vs.
Central Pennsylvania Traction
Company.
Filed October 23, 1912.</p> | <p>Petition for night street car service be-
tween Harrisburg and Hummelstown.
Closed May 27, 1913.</p> |
| <p>958. G. Sener & Sons, et al.
vs.
Pennsylvania Railroad Company.
Philadelphia & Reading Railway
Company.
Filed October 25, 1912.</p> | <p>Petition for transfer of freight at Lan-
caster.
Closed June 18, 1913.</p> |
| <p>959. M. E. Roher, et al.
vs.
Pennsylvania Railroad Company.
Filed October 25, 1912.</p> | <p>Freight station facilities at Juniata.
Closed May 8, 1913.</p> |
| <p>960. L. J. Culbertson
vs.
Northwestern Pennsylvania Rail-
way Company.
Filed October 30, 1912.</p> | <p>Insufficient beat in vestibules of cars.
Closed February 13, 1913.</p> |
| <p>962. H. J. Fry
vs.
Huntingdon & Broad Top Moun-
tain Railroad & Coal Company.
Filed November 12, 1912.</p> | <p>Discrimination in car distribution.
Closed January 13, 1913.</p> |

Complaint
Docket No.

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| 965. Theodore Gabrylewitz, et al.
vs.
Pennsylvania Railroad Company,
et al.
Filed October 26, 1912. | Regulations governing loading and unloading freight at stations.

Closed July 18, 1913. |
| 967. George Brubaker
vs.
Philadelphia & Reading Railway
Company.
Filed November 2, 1912. | Inadequate service on miners' train between Trevorton and Dunklebergers.

Closed January 8, 1913. |
| 968. Citizens of Homeville
vs.
Pittsburgh Railways Company.
Filed November 8, 1912. | Inadequate service and equipment.

Closed February 13, 1913. |
| 970. William L. Koebel
vs.
Lake Transit Company.
Filed September 18, 1912. | Failure to stop at landing on display of signals.

Closed March 25, 1913. |
| 971. Catherine D. Smith
vs.
Allentown & Reading Traction
Company,
Reading Transit Company.
Filed October 28, 1912. | Unheated vestibules in cars.

Closed February 13, 1913. |
| 972. Belt-Mont Board of Trade
vs.
Pittsburgh Railways Company.
Filed November 15, 1912. | Service and condition of cars on Belts-hoover Division.

Closed May 27, 1913. |
| 974. Residents of Locust Gap and Vicinity
vs.
Shamokin & Mt. Carmel Transit
Company.
Filed November 18, 1912. | Excessive fare Locust Gap to Mt. Carmel.

Closed May 8, 1913. |
| 975. C. H. Palmer
vs.
Wilkes-Barre & Eastern Railroad
Company.
Filed November 19, 1912. | Rate on coal from Moosic to Stroudsburg.

Closed June 17, 1913. |
| 976. Cornplanter Refining Company
vs.
Pennsylvania Railroad Company.
Filed November 26, 1912. | Failure to furnish tank cars.

Pending. |
| 977. McKeesport Chamber of Commerce
vs.
Pittsburgh Railways Company.
Filed November 26, 1912. | Inadequate service between Duquesne and McKeesport.

Closed May 28, 1913. |
| 978. Women's Club of Aspinwall
vs.
Allegheny Valley Street Railway
Company.
Filed November 26, 1912. | Insanitary condition of cars.

Closed May 28, 1913. |

Complaint
Docket No.

980. Residents of Wilkes-Barre and Inadequate service.
Vicinity
vs.
Wilkes-Barre & Eastern Railroad
Company.
Filed November 30, 1912. Closed January 6, 1914.
981. L. H. Conrad, et al. Inadequate train service during winter
months between Wilkes-Barre and
vs. White Haven.
Lehigh Valley Railroad Company. Closed May 27, 1913.
Filed December 4, 1912.
982. Excelsior Brass Works Rate on coal Duncannon to Reading.
vs.
Pennsylvania Railroad Company.
Filed December 5, 1912. Closed March 7, 1913.
983. Tressler, Schlegel & Company Refusal to deliver shipments at Otto un-
less prepaid.
vs. Philadelphia & Reading Railway
Company.
Filed December 10, 1912. Closed February 19, 1913.
984. Indiana Foundry Company, Ltd., Excessive rate on coke from Graceton to
Indiana.
vs. Pennsylvania Railroad Company.
Filed December 16, 1912. Closed January 22, 1913.
985. Towanda Business Men's Associa- Insufficient night mail service.
tion
vs.
Lehigh Valley Railroad Company.
Filed December 17, 1912. Closed January 7, 1913.
986. Terminal Coal Company Demurrage charges.
vs.
Pennsylvania Railroad Company.
Filed December 17, 1912. Closed August 5, 1913.
987. W. B. Bell Alleged insufficient clearance between cars
and side of bridge at New Castle plant
vs. of Carnegie Steel Company.
Pennsylvania Railroad Company. Closed August 4, 1913.
Filed December 18, 1912.
988. Charles H. Mitchell Lack of protection at grade crossing.
vs.
Lehigh Valley Transit Company.
Filed December 18, 1912. Closed January 18, 1913.
989. Kolb's Bakery Excessive rate for transportation of
bread.
vs. Quick Delivery Express Company.
Filed December 20, 1912. Closed January 28, 1913.
990. John T. Rider Regulation requiring duplex tickets to be
mailed for redemption to New York
vs. City.
Erie Railroad Company. Closed April 11, 1913.
Filed December 19, 1912.
991. Clarence H. C. Bartlett Inadequate service. Lack of protection
for motormen.
vs. Philadelphia Railways Company.
Filed December 21, 1912. Closed February 13, 1913.

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992. A. F. Stevens Alleged discrimination in car distribution.
vs.
Lehigh Valley Railroad Company.
Filed December 23, 1912. Closed January 22, 1913.
993. C. M. Henderson Insufficient heat in cars.
vs.
Philadelphia Rapid Transit Com-
pany.
Filed December 28, 1912. Closed March 7, 1913.
994. Board of Trade of Borough of Failure to extend lines into and to Falls
Falls Creek Creek.
vs.
DuBois Electric & Traction Com-
pany.
Filed December 28, 1912. Closed May 27, 1913.
995. W. W. Galvin Rate on mixed carloads of apples, pota-
vs. toes and onions from Clark's Mills to
Lake Shore & Michigan Southern Jamestown.
Railway Company.
Filed November 19, 1912. Closed December 16, 1913.
996. William Repp Inadequate service.
vs.
Scranton Railways Company.
Filed December 28, 1912. Closed June 18, 1913.
997. Miller Construction Company Demurrage charges on private car.
vs.
Pittsburgh, Shawmut & Northern
Railroad Company.
Filed December 30, 1912. Closed January 9, 1913.



B

TABLE OF COMPLAINTS FILED
WITH THE
PENNSYLVANIA STATE RAILROAD
COMMISSION.

January 1, 1913, to July 26, 1913.



TABLE OF COMPLAINTS
FILED WITH THE
PENNSYLVANIA STATE RAILROAD COMMISSION
JANUARY 1, 1913, TO JULY 26, 1913

Complaint
Docket No.

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| 998. A. R. Forster
vs.
Adams Express Company.
Filed January 2, 1913. | Express rates—Van to Franklin.

Closed February 13, 1913. |
| 999. T. W. Friend, Receiver of Kidd
Brothers & Burgher Steel Wire
Company.
vs.
Pittsburgh & Lake Erie Railroad
Company.
Filed January 2, 1913. | Inadequate siding facilities at Aliquippa.

Closed January 7, 1914. |
| 1000. Lillian Kline
vs.
Reading Transit Company.
Filed January 4, 1913. | Alleged excessive fare—Annville to Palmyra.

Closed May 8, 1913. |
| 1001. Morrison & Risman
vs.
Pennsylvania Railroad Company.
Filed January 4, 1913. | Excessive rate due to capacity of car.

Closed March 7, 1913. |
| 1002. F. A. Lehr, et al.
vs.
Central Pennsylvania Traction
Company.
Filed January 3, 1913. | Alleged inadequate service—Harrisburg to Steelton.

Closed December 2, 1913. |
| 1003. John R. Potter, et al.
vs.
Reading Traction Company.
Filed January 7, 1913. | Overcrowded cars.

Closed May 27, 1913. |
| 1004. Langhorne Board of Trade
vs.
Bucks County Electric Railway
Company.
Filed January 9, 1913. | Unsatisfactory schedule between Langhorne and Lanhorne Station for connection with Philadelphia & Reading Railway trains.
Closed June 17, 1913. |
| 1005. B. Frank Slemmer
vs.
The Bell Telephone Company of
Pennsylvania.
Filed January 11, 1913. | Refusal to renew contract for telephone service except at increased rates.

Closed June 18, 1913. |
| 1006. S. K. Brecht
vs.
Adams Express Company.
Filed January 27, 1913. | Excessive rate on books—Lititz to Lansdowne.

Closed May 8, 1913. |

Complaint
Docket No.

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|-------|----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1007. | Unrivalled Hosiery Mill
vs.
Northern Central Railway Com-
pany.
Filed January 21, 1913. | Refusal of freight routed via Williams
Valley Railroad.

Closed February 1, 1913. |
| 1008. | Dodson & Moore
vs.
Pennsylvania Southern Railroad.
Company.
Filed January 16, 1913. | Delay in transfer of freight at Summer-
ville.

Closed May 8, 1913. |
| 1009. | F. W. Tunnell & Company, In-
corporated
vs.
Pennsylvania Railroad Company.
Filed January 16, 1913. | Excessive rate on fertilizer—Philadelphia
to Elk Lick, Somerset County.

Closed May 8, 1913. |
| 1010. | W. W. Gulick
vs.
Pennsylvania Railroad Company.
Filed January 16, 1913. | Demurrage charges.

Closed May 27, 1913. |
| 1011. | George L. Nies
vs.
Ephrata & Lebanon Street Rail-
way Company.
Filed January 17, 1913. | Alleged non-maintenance of schedules.

Closed February 14, 1913. |
| 1012. | Walter M. Clevensline
vs.
Pennsylvania Railroad Company.
Filed January 20, 1913. | Inadequate passenger train service to
points north of Phoenixville.

Closed December 3, 1913. |
| 1013. | A. Bushyager & Company
vs.
Murrysville Telephone Company.
Filed January 20, 1913. | Alleging toll rates from Harrison City
to Jeannette is 10 cents, whereas rate
from Jeannette to Harrison City is
but 5 cents.
Closed March 7, 1913. |
| 1014. | Borough Council of West Fairview
vs.
Northern Central Railway Com-
pany.
Filed January 20, 1913. | Petition for establishment of a freight
agency, passenger service and express
facilities.

Closed February 10, 1913. |
| 1015. | F. W. Dean
vs.
United States Express Company.
Filed January 21, 1913. | Refusal to accept honey for shipment un-
less release is signed.

Closed March 6, 1913. |
| 1016. | A. G. Scattergood
vs.
Pennsylvania Railroad Company.

Filed January 9, 1913. | Through checking of baggage from points
on the line of Pennsylvania Railroad
to points on lines of Baltimore & Ohio
and Philadelphia & Reading Railway
Company.
Closed July 18, 1913. |
| 1017. | Manufacturers' Association of
York
vs.
Pennsylvania Railroad Company.
Filed January 24, 1913. | Rate on coal from Clearfield district to
York.

Closed October 21, 1913. |

Complaint
Docket No.

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|-------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| 1018. Shumaker Brothers
vs.
Baltimore & Ohio Railroad Company.
Filed January 28, 1913. | Alleged overcharge on hark—Fairhope to Big Ron.

Closed September 10, 1913. |
| 1019. George L. James
vs.
Philadelphia & Pencoyd Railroad Company.
Filed January 28, 1913. | Alleged nuisance on account of continuous whistling of locomotives.

Closed February 13, 1913. |
| 1020. M. Lanz & Sons
vs.
Pennsylvania Railroad Company.
Filed January 28, 1913. | Rate on hrick—South Side, Pittsburgh, to South Duquesne.

Closed June 18, 1913. |
| 1021. Ohio Iron & Metal Company
vs.
Pennsylvania Railroad Company.
Filed January 29, 1913. | Demurrage charges.

Closed March 8, 1913. |
| 1022. Billings & Kelder
vs.
Lehigh Valley Railroad Company.
Filed January 29, 1913. | Rate on hay—New Albany to Kingston and Plymouth.

Closed June 18, 1913. |
| 1023. Wyalusing Hay Company
vs.
Pennsylvania Railroad Company.
Filed January 29, 1913. | Rate on hay—Glen Lyon to Nanticoke.

Closed May 8, 1913. |
| 1024. James B. Geise
vs.
Jersey Shore Electric Company.
Filed January 21, 1913. | Alleged inadequate service.

Closed June 18, 1913. |
| 1025. J. B. Graham
vs.
Jersey Shore & Antes Fort Railway Company.
Filed January 28, 1913. | Inadequate service and excessive fare.

Closed May 8, 1913. |
| 1026. Harry B. French
vs.
Pennsylvania Railroad Company.
Filed January 30, 1913. | Station facilities at Wilkes-Barre.

Closed May 6, 1913. |
| 1027. Town Council of Birdshoro
vs.
Reading Transit Company.
Filed February 6, 1913. | Service on Birdshoro Branch.

Closed May 27, 1913. |
| 1028. Beaver County Street Car Service Commission
vs.
Beaver Valley Traction Company.
Filed February 10, 1913. | Inadequate service and equipment.

Closed June 17, 1913. |
| 1029. E. W. Fink
vs.
Philadelphia Rapid Transit Company.
Filed February 13, 1913. | Inefficient service on Ridge Avenue Line.

Closed March 6, 1913. |

Complaint
Docket No.

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|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| 1030. A. M. Wood & Company
vs.
Pennsylvania Railroad Company.
Philadelphia & Reading Railway
Company.
Filed February 14, 1913. | Switching charges at Norristown.

Closed April 4, 1913. |
| 1031. J. A. Kifer, et al.
vs.
Pennsylvania Railroad Company.
Filed February 13, 1913. | Regulations governing loading of milk.

Closed May 28, 1913. |
| 1032. Thomas U. Schock
vs.
Philadelphia & Reading Railway
Company.
Filed February 18, 1913. | In re freight train passing standing pas-
senger train at station at Lebanon.

Closed March 27, 1913. |
| 1033. J. B. Pearsall
vs.
Wells, Fargo and Company Ex-
press.
Adams Express Company.
Filed February 20, 1913. | Rate and routing on shipment of chickens
from Grove City to Wilmington.

Closed September 13, 1913. |
| 1034. G. M. Sheldon & Company
vs.
Lehigh Valley Railroad Company.
Filed February 24, 1913. | Rate on hay—Montrose branch to Pitts-
ton.

Closed September 26, 1913. |
| 1035. Gabriel H. Moyer
vs.
United States Express Company.
Filed February 27, 1913. | Rate on live pheasant—Richland to
Palmyra.

Closed March 7, 1913. |
| 1036. Charles D. Reed
vs.
Jefferson Traction Company.
Filed February 27, 1913. | Alleged insanitary condition of cars.

Closed March 25, 1914. |
| 1037. Biddle Arthurs
vs.
Pennsylvania Railroad Company.
Filed February 28, 1913. | Refusal to accept passengers at Altoona
for Pittsburgh on Pennsylvania Lim-
ited leaving Altoona.
Closed March 25, 1913. |
| 1038. W. E. Brown & Company
vs.
Ligonier Valley Railroad Com-
pany.
Filed February 27, 1913. | Alleged discrimination in car distribu-
tion.

Closed March 6, 1913. |
| 1040. Residents of Gardeau
vs.
Pennsylvania Railroad Company.
Filed March 10, 1913. | Alleged inadequate train service.

Closed June 18, 1913. |
| 1041. Edward Hummel
vs.
Philadelphia & Reading Railway
Company.
Filed March 11, 1913. | Train connections at Pine Grove.

Closed June 18, 1913. |
| 1042. J. G. Eckert
vs.
Lehigh Traction Company.
Filed March 19, 1913. | Inefficient service.

Closed June 17, 1913. |

Complaint
Docket No.

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|-------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1043. | C. A. Whipple
vs.
Lehigh & New England Railroad
Company.
Filed February 24, 1913. | Rate on soap—Ashland to Summit Hill.

Closed May 28, 1913. |
| 1044. | H. G. Polhemus, Jr.
vs.
Pennsylvania Railroad Company.
Filed March 24, 1913. | Turning of seats in passenger coaches.

Closed May 28, 1913. |
| 1045. | James B. Pierce
vs.
Central District & Printing Tele-
graph Company.
Filed March 24, 1913. | Refusal to renew contract except at in-
creased rates.

Pending. |
| 1046. | S. C. Walker & Company
vs.
Philadelphia & Reading Railway
Company.
Filed March 29, 1913. | Alleged excessive rate on fertilizer from
Philadelphia to Chadd's Ford.

Closed August 4, 1913. |
| 1047. | Mrs. Grace Zuch
vs.
American Express Company.
Filed April 4, 1913. | Alleged inadequate delivery service.

Closed June 17, 1913. |
| 1048. | J. S. Marzbacher
vs.
Pennsylvania Railroad Company.
Filed April 4, 1913. | Application for the issuance of a monthly
commutation rate from Forty-ninth
Street and Chester Avenue Station to
Tacony via West Philadelphia.
Closed May 10, 1913. |
| 1049. | John H. Hunt, Jr.
vs.
Lehigh Valley Railroad Company.
Filed April 8, 1913. | In re delayed schedule train No. 8 be-
tween Wilkes-Barre and Philadelphia.
Closed June 18, 1913. |
| 1050. | Deppen Brewing Company
vs.
Pennsylvania Railroad Company.
Filed April 5, 1913. | In re refusal to accept freight at Reading
for shipment to Selinsgrove after 5
o'clock P. M.
Closed May 6, 1913. |
| 1051. | G. F. Young
vs.
Philadelphia Rapid Transit Com-
pany.
Filed April 8, 1913. | Insanitary cars operated from Darby to
Media.

Closed June 17, 1913. |
| 1052. | Eugene E. Nice
vs.
Pennsylvania Railroad Company.
Filed April 12, 1913. | Improper delivery of freight consigned
to Walnut Street Station, Philadel-
phia.
Closed May 6, 1913. |
| 1053. | George W. Scott
vs.
The Bell Telephone Company of
Pennsylvania.
Filed April 13, 1913. | Alleged practice with respect to toll calls
from pay stations.

Closed June 8, 1913. |

Complaint
Docket No.

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|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| 1054. John J. Henderson
vs.
The Bell Telephone Company of
Pennsylvania.
Filed April 21, 1913. | Refusal to renew contract for telephone
service except at an increased rate.

Closed August 4, 1913. |
| 1055. John S. Wineland
vs.
Pennsylvania Railroad Company
Filed April 21, 1913. | Alleged excessive freight rate on lime-
stone from Mount Etna to Martins-
burg.
Closed November 22, 1913. |
| 1056. George Guncheon & Son
vs.
Pennsylvania Railroad Company.
Filed April 22, 1913. | In re delay on shipment from various
points consigned to Norwich on the line
of the Potato Creek Railroad Company.
Closed May 6, 1913. |
| 1057. J. S. Woleott
vs.
Dents Run Railroad Company.
Filed April 25, 1913. | Alleged excessive freight rate on mer-
chandise.

Closed June 18, 1913. |
| 1058. Elmer F. Rupp
vs.
Central District & Printing Tele-
graph Company.
Filed April 27, 1913. | Alleged undue delay in transferring tele-
phone to a new location.

Closed May 6, 1913. |
| 1059. S. K. Rank
vs.
Cherry Tree & Dixonville Railroad
Company.
Filed April 30, 1913. | Alleged inadequate passenger station
facilities.

Closed June 17, 1913. |
| 1060. P. A. Herman
vs.
Pennsylvania Railroad Company.
Filed May 1, 1913. | Excessive rate on coppered wire—Phila-
delphia to Selinsgrove.

Closed June 17, 1913. |
| 1061. Henry F. Michell & Company
vs.
Pennsylvania Railroad Company.
Filed May 3, 1913. | In re failure to notify consignees of the
arrival of packages shipped by its pack-
age service.
Closed May 6, 1913. |
| 1062. William F. Baldwin
vs.
Pennsylvania Railroad Company.
Filed April 28, 1913. | Alleged irregularity in train service.

Closed May 6, 1913. |
| 1063. H. M. Stevens
vs.
Philadelphia Rapid Transit Com-
pany.
Filed May 5, 1913. | Alleged improper equipment and over-
crowding of cars during summer
months.

Closed May 27, 1913. |
| 1064. Lake Transit Company
vs.
Lehigh Valley Railroad Company.
Filed May 7, 1913. | Alleged discrimination in freight rates
and excessive freight charges.

Pending. |
| 1065. I. S. Van Loan Company
vs.
Philadelphia & Reading Railway
Company.
Filed May 8, 1913. | Alleged improper classification of second-
and railway motors between Newtown
and Reading.

Closed June 17, 1913. |

Complaint
Docket No.

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|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1066. S. A. Sharon
vs.
Cumberland Valley Railroad Com-
pany.
Filed May 16, 1913. | Alleged overcharge on shipment of cross
ties from Mercersburg and Richmond
to West Point.

Closed July 18, 1913. |
| 1067. Spector's Department Store
vs.
York Telephone & Telegraph Com-
pany.
Filed May 19, 1913. | Alleged refusal to enter into a contract
to furnish telephone service for any
period less than five years.

Closed August 4, 1913. |
| 1068. A. J. Clough
vs.
Pennsylvania Railroad Company.
Filed May 22, 1913. | Request for flag stop at Star Brick, one
mile west of Warren.

Closed May 27, 1913. |
| 1069. Palmer & Semans Lumber Com-
pany.
vs.
Huntingdon & Broad Top Moun-
tain Railroad & Coal Company.
Filed May 22, 1913. | Alleged overcharge on two cars of rail-
road ties from Everett to Pittsburgh
and Monessen.

Closed July 19, 1913. |
| 1070. Jacob Feld
vs.
Erie Railroad Company.
Delaware & Hudson Company.
Filed May 23, 1913. | Alleged excessive freight rate on two
cars of scrap.

Closed August 4, 1913. |
| 1071. James J. Allen
vs.
Philadelphia Rapid Transit Com-
pany.
Filed May 23, 1913. | Alleging cars from Fort Washington do
not make close connection with cars of
respondent at Chestnut Hill Terminal.

Closed June 11, 1913. |
| 1072. J. R. Barron
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed May 24, 1913. | Excessive rate on hardwood lumber—
Rockwood to McKeesport.

Closed September 4, 1913. |
| 1073. W. C. Borland
vs.
Central District Telephone Com-
pany.
Filed May 28, 1913. | In re cancelling old contract and install-
ing new at higher rate.

Closed December 2, 1913. |
| 1074. S. D. Blaney
vs.
United States Express Company.
Filed May 31, 1913. | Alleged delay in handling shipment of
perishable express matter.

Closed June 19, 1913. |
| 1075. F. B. Smith, et al.
vs.
Erie Railroad Company.
Filed May 31, 1913. | In re station facilities and train accom-
modations at Blossburg.

Closed August 4, 1913. |
| 1076. J. H. Rosenbloom
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed May 31, 1913. | In re service on Johnstown & Somerset
Branch with reference to train leav-
ing Somerset between 4:30 and 5:00
o'clock P. M., on May 26, 1913.
Closed July 18, 1913. |

Complaint
Docket No.

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| 1077. J. Sharon McDonald
vs.
Waynesburg & Washington Rail-
road Company.
Filed June 3, 1913. | Petition for flag stop of train No. 158 at
Braddock.

Closed August 4, 1913. |
| 1078. E. J. Swanson
vs.
Northwestern Pennsylvania Rail-
ways Company.
Filed June 4, 1913. | In re extra charge made on shipment of
packages to Edinboro unless prepaid.

Closed August 20, 1913. |
| 1079. Theodore R. Helb
vs.
Western Maryland Railroad Com-
pany.
Filed June 7, 1913. | Alleged unreasonable increase of rate on
full and empty beer kegs from York
to East Berlin.

Closed August 4, 1913. |
| 1080. Elmer E. Smith
vs.
Philadelphia & Reading Railway
Company.
Filed June 10, 1913. | In re shipments of milk from Lewisburg.

Closed July 18, 1913. |
| 1081. Max Steinbach
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed June 10, 1913. | In re passenger fare from non-agency
stations.

Closed September 10, 1913. |
| 1082. Edrigna Kopan
vs.
Wilkes-Barre Railway Company.
Filed June 10, 1913. | In re height of steps on trolley cars.

Closed August 19, 1913. |
| 1083. Hinman Brothers
vs.
Pennsylvania Railroad Company.
Filed June 5, 1913. | Excessive produce rate out of Philadel-
phia.

Closed December 2, 1913. |
| 1084. Frank P. Myers
vs.
The Bell Telephone Company of
Pennsylvania.
Western Union Telegraph Com-
pany.
Filed June 16, 1913. | Listing of Telephone.

Closed August 4, 1913. |
| 1085. John C. Miller
vs.
Buffalo & Lake Erie Traction Com-
pany.
Filed June 21, 1913. | In re passengers on front platforms of
cars.

Closed July 18, 1913. |
| 1086. Borough Council of Middlesex
vs.
Republic Railway & Light Com-
pany.
Filed June 26, 1913. | Alleged excessive rate of fare from West
Middlesex to Sharon.

Closed December 8, 1913. |
| 1087. American Freight, Audit & Stor-
age Company.
vs.
Pennsylvania Railroad Company.
New York Central & Hudson
River Railroad Company.
Buffalo, Rochester & Pittsburgh
Railway Company.
Filed June 28, 1913. | Alleged excessive rate covering 13 cars
of empty beer carriers from Hastings
to DuBois.

Closed January 7, 1914. |

Complaint
Docket No.

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|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| 1088. Hamburg Vitriified Brick Com-
pany.
vs.
Philadelphia & Reading Railway
Company.
Filed June 28, 1913. | Alleged excessive rate on coal from
Auburn and Landingville to Hamburg.

Dismissed December 2, 1913. |
| 1089. American Plate Glass Company
vs.
Kane & Elk Railroad Company.
Filed June 30, 1913. | Alleged discriminatory demurrage charge.

Closed May 6, 1914. |
| 1090. W. G. Group
vs.
York Telephone & Telegraph Com-
pany.
Filed July 1, 1913. | Rate for telephone service.

Closed September 13, 1913. |
| 1091. John Slicker
vs.
Pennsylvania Southern Railroad
Company.
Filed July 7, 1913. | Rate on hay—Holden to Byrnedale.

Closed January 7, 1914. |
| 1092. W. R. Wherry
vs.
Altoona Northern Railroad Com-
pany.
Filed July 7, 1913. | Unsafe condition of track and equipment.

Closed August 8, 1913. |
| 1093. Residents of Indiana & Westmore-
land Counties
vs.
Pennsylvania Railroad Company.
Filed July 7, 1913. | Protesting against regulation requiring
shippers of milk from New Florence,
to load same on cars.

Closed September 10, 1913. |
| 1094. Residents of Madera, et al.
vs.
New York Central & Hudson
River Railroad Company.
Filed July 7, 1913. | Train service between Clearfield and
Irvona.

Closed June 16, 1914. |
| 1095. Crucible Steel Company of Amer-
ica
vs.
Pennsylvania Railroad Company.
Filed July 18, 1913. | Switching and demurrage charge.

Closed January 8, 1914. |
| 1096. A. D. Wingert, et al.
vs.
Western Maryland Railroad Com-
pany.
Filed July 12, 1913. | Train service between Chambersburg and
Shippensburg.

Dismissed January 7, 1914. |
| 1097. Boroughs of Lansford, Tamaqua,
Summit Hill and Coaldale
vs.
Eastern Pennsylvania Railways
Company.
Filed July 16, 1913. | Inadequate service and equipment.

Closed December 2, 1913. |

Complaint
Docket No.

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <p>1098. J. F. Meginnes
vs.
Philadelphia & Reading Railway
Company.
Filed July 22, 1913.</p> | <p>Rate of Fare—New Hope to Philadelphia.

Closed September 12, 1913.</p> |
| <p>1099. Paul Rudert
vs.
Saxonburg Telephone Company.
Filed July 25, 1913.</p> | <p>Long distance rate—Saxonburg to Pitts-
burgh.

Closed February 19, 1914.</p> |
| <p>1100. William G. Blough
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed July 25, 1913.</p> | <p>Refusal to deliver freight to Jerome.

Pending.</p> |
| <p>1101. Town Council of the Borough of
Tullytown.
vs.
Trenton, Bristol & Philadelphia
Street Railway Company.
Filed July 26, 1913.</p> | <p>Rate of fare.

Closed December 2, 1913.</p> |

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REPORTS OF COMPLAINTS
FILED WITH AND DETERMINED BY THE
PENNSYLVANIA STATE RAILROAD
COMMISSION.

January 1, 1913, to July 26, 1913.



COMPLAINT DOCKET NO. 985.

TOWANDA BUSINESS MEN'S ASSO-
CIATION
vs.
LEHIGH VALLEY RAILROAD
COMPANY.

} Insufficient night mail service.

Filed December 17, 1912.—Withdrawn January 7, 1913.

The Complainants, by petition, averred that owing to a change of schedule of the Lehigh Valley Railroad Company the night mail service for Towanda has been impaired, the morning delivery has been delayed one hour, while closing hours for mail have been advanced from one to one and one-half hours earlier.

The Complainant advised the Commission, before answer was received from the Respondent Company, that the trouble complained of had been satisfactorily adjusted and asked leave to withdraw the case, which was granted.

COMPLAINT DOCKET NO. 967.

GEORGE BRUBAKER
vs.
PHILADELPHIA AND READING RAIL-
WAY COMPANY.

} Inadequate service on miners'
train between Trevorton and
Dunklebergers.

Filed November 2, 1912.—Closed January 8, 1913.

The Complaint alleged that unsatisfactory service was afforded to the miners employed at the Katherine Colliery between that point and Trevorton.

The Respondent advised the Commission that when the Katherine Colliery was originally opened they were requested by the operators to extend their afternoon miners' train from North Franklin to Shamokin and to Dunklebergers. This necessitated the train leaving Dunklebergers at 3:50 o'clock P. M., and this train was run for a year or more when the operators requested that a special train be run from Dunklebergers to Trevorton and Shamokin, leaving Dunklebergers at 4:45 o'clock P. M., as the regular miners' train left Dunklebergers too early. It was also understood that when this additional train was put on, the company reserved the right to handle coal cars on the train; that this is the only way in which the business can be handled, unless an extra crew would be put on, and to do this, under existing circumstances, the railroad company would be put to an expense of about \$40.00 per day, and that the total amount of revenue from passenger service daily amounts to \$6.84,—this amount being about one cent per mile for men and one-half cent per mile for boys. Under the above conditions, the Respondent averred that the service was adequate.

The Commission sent a copy of the answer to the Complainant with the advice that if the facts were correctly set out by the Respondent, the Commission is of the opinion that the complaint is not well founded, and marked the case closed.

COMPLAINT DOCKET NO. 988.

CHARLES H. MITCHELL
vs.
LEHIGH VALLEY TRANSIT
COMPANY.

} Lack of protection at grade cross-
ing.

Filed December 18, 1912.—Closed January 8, 1913.

The Complainant averred that the Respondent Company, in the construction of a cut across Walnut Street, in the building of its new road from Norristown to Lansdale, is maintaining a dangerous crossing to the traveling public.

Respondent advised the Commission that the cut was made through the State Highway, under agreement with the State Highway Commissioner, and under the supervision of the engineer of that Department, and the contractor was doing everything possible to install the bridge in accordance with the instructions of the said Highway Commissioner.

The Commission forwarded a copy of the answer to the Complainant for comment and as no response was made the case was marked closed.

COMPLAINT DOCKET NO. 997.

MILLER CONSTRUCTION COMPANY
vs.
PITTSBURGH, SHAWMUT & NORTH-
ERN RAILROAD COMPANY.

} Demurrage charges on private car.

Filed December 30, 1912.—Closed January 9, 1913.

A complaint was made relative to demurrage charges assessed on private cars placed on Respondent's siding at Eldred.

The Commission advised the Complainant that as the cars were on the Respondent Company's siding for the purpose of loading and were detained beyond the free time allowed under the demurrage rules, there is no reason why Complainant should be relieved of said demurrage charges.

The case was marked closed.

COMPLAINT DOCKET NO. 884.

VENANGO OIL AND SUPPLY COMPANY
vs.
THE PENNSYLVANIA RAILROAD
COMPANY.

} Refusal to deliver less than carload
freight upon private siding.

Filed June 15, 1912.—Closed January 11, 1913.

Complaint was made against the regulation of Respondent which prohibited the delivery of less than carload lots of freight upon individual sidings. The Respondent defended its practice on the ground that the handling of less than carload freight upon such sidings would seriously interfere with the prompt handling of its equipment placed upon the sidings in question for the loading and unloading of carload freight.

The Commission held a hearing on the complaint and after due consideration rendered the following opinion:

It developed at the hearing that the Pennsylvania Railroad Company have never issued any tariff for the delivery on private siding of 5,000 pounds or more, less carload lots, and if any shipments of that character have been made such shipments have not been made under the authority of any of the tariff sheets of the Company.

The last tariff of the Pennsylvania Railroad Company, issued April 15th, 1912, specifically provides that nothing less than carloads shall be received or transported for delivery on private sidings except such as are covered by the supplement of the said tariff sheets, called Ferry Car Service, which exceptions are not applicable to this case, but effective January 1st, 1913.

Now, however, effective on the first of this month, the Respondent Company has put into effect a supplement to their tariff providing that such shipments of not less than 10,000 pounds will be received and delivered on private sidings, which provision, while in part at least and possibly in the majority of instances, meets the requirements of the Complainant. The Railroad Company alleges that to receive less than that amount, so consigned, would so largely increase the traffic of that character as to embarrass the Company in the discharge of its duty in other respects, and particularly in delivering and receiving freight from these private sidings of the character for which those sidings were primarily constructed and to which purpose they are dedicated, and in addition thereto that the compensation, according to their tariff rates, would not be sufficient to remunerate them for the service performed.

In view, therefore, of the facts and circumstances above enumerated, the Commission is of the opinion that, since the adoption of the supplementary tariff in effect on the first instant, it would not be warranted at this time, and with its present information, in making a recommendation that the shipments in question shall be further reduced to the amount of 5,000 pounds.

COMPLAINT DOCKET NO. 962.

H. J. FRY

vs.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

} Discrimination in car distribution.

Filed November 12, 1912.—Closed January 13, 1913.

The complainant alleged discrimination in the distribution of cars, stating that on November 2nd he ordered six cars to be placed at the rate of one car per day beginning the 4th of November, but that up to the 11th he had received only one car, whereas cars were placed for other parties who did not order until after complainant.

The Respondent advised the Commission that they own no box or lumher gondola cars, depending entirely upon the Pennsylvania Railroad Company to furnish that kind of equipment; that their equipment consists entirely of coal cars, which will not answer the purposes of the complainant; that this delay was caused by the scarcity of cars at that time and was not the fault of the Respondent.

As the complainant failed to further prosecute his complaint the same was marked closed.

COMPLAINT DOCKET NO. 984.

INDIANA FOUNDRY COMPANY,
 LIMITED,
 vs.
 PENNSYLVANIA RAILROAD COMPANY.

} Excessive rate on coke from Grace-
 ton to Indiana.

Filed December 16, 1912.—Closed January 22, 1913.

The Complainants alleged that the rate on foundry coke from Graceton to Indiana, Pennsylvania, at fifty-five cents per ton is excessive,—the haul being about eight miles in comparison to fifty cents per ton on pig metal having practically four times the value of coke delivered on a haul of fifty-nine miles for fifty cents per ton.

The Respondent, in answer, advised the Commission that the rate was reduced to forty-five cents per ton, effective January 3, 1913.

A copy of this communication was sent to the Complainant for comment and as it failed to respond the case was marked closed.

COMPLAINT DOCKET NO. 992.

A. L. STEVENS
 vs.
 LEHIGH VALLEY RAILROAD
 COMPANY.

} Alleged discrimination in car ser-
 vice.

Filed December 23, 1912.—Withdrawn January 22, 1913.

The Complainant alleged discrimination in the matter of the distribution of cars for the purpose of loading mine and prop timber, stating that the delay in furnishing cars was such as to seriously interfere with his business.

The Commission submitted the complaint to the Respondent for answer, but before answer was received. Complainant advised the Commission that the matter had been satisfactorily adjusted by a promise on the part of the Respondent that there will not be any delay in the furnishing of cars; and expressed his desire to withdraw the complaint, which accordingly was granted.

COMPLAINT DOCKET NO. 989.

KOLB'S BAKERY
 vs.
 QUICK DELIVERY EXPRESS
 COMPANY.

} Excessive rate for transportation
 of bread.

Filed December 20, 1912.—Dismissed January 28, 1913.

The Complainant averred that an excessive rate of thirty cents per one hundred pounds gross on bread in bulk is charged between Scranton and Carhondale, also to any intermediate point.

The Respondent, in answer to the complaint, advised that the Complainant informed them that it was their desire that bread should be delivered in Carbondale as early as six o'clock in the morning, and that their sales at that time amounted to from fifteen hundred to two thousand pounds of bread daily; that Respondent advised Complainant it could not afford to run a special car for that amount of business but that they were assured that if it were possible to make a six o'clock A. M. delivery in Carbondale that unquestionably sales of bread would triple. With that expectation Respondent agreed to run a car as desired and charge a rate of twenty-five cents per hundred weight,—this price to include the return of empty crates which weigh one hundred and eighty pounds each. The amount of bread shipped by the Complainant did not increase and about the beginning of October an agreement was entered into that the charge should be thirty cents per hundred pounds—empties to be returned free; that two steam roads were operated between Scranton and Carbondale and the rates charged by these companies for the transportation of bread is forty cents per hundred pounds, with a charge of twenty-five cents each for the return of empty crates. None of the roads operate a schedule that would enable the Complainant to deliver bread in Carbondale at or before six A. M., and it was for that reason that the Respondent agreed to operate a special car.

The answer of the Respondent was sent to the Complainant with the advice that if the facts, as stated in the answer, were correct, there appears to be no just ground for the complaint, and the case was dismissed.

COMPLAINT DOCKET NO. 1007.

UNRIVALED HOSIERY MILL
vs.
NORTHERN CENTRAL RAILWAY
COMPANY.

} Refusal of freight routed via Wil-
liams Valley Railroad.

Filed January 21, 1913.—Closed February 1, 1913.

The Complainant alleged that the Respondent Company refused to deliver shipments to the Williams Valley Railroad although the same were routed for delivery over that road.

As further correspondence developed that the shipments complained of were interstate shipments, the Commission notified the Complainant that it was without jurisdiction, and marked the case closed.

COMPLAINT DOCKET NO. 881.

S. LEBOW
vs.
PENNSYLVANIA RAILROAD
COMPANY.

} Rate on scrap iron Pittsburgh to
Vienna.

Filed June 8, 1912.—Closed January 8, 1913.

Complaint was made of an alleged excessive rate upon a car of pipe iron from Pittsburgh to Vienna, alleging that the rate charged of seventeen cents per hundred pounds was discriminatory as compared with a rate of eight and one-half cents per one hundred pounds via Washington, Pa., to the same destination, and another rate of ten and one-half cents per one hundred pounds between the same points via Wheeling, W. Va.

In answer, the Respondent averred that the shipment was correctly charged at seventeen cents per one hundred pounds, but admitted that the charge was extremely high, and that as inasmuch as the shipment should have been forwarded via Washington, Pa., a combination of local rates, which would have been seven cents per one hundred pounds, that making the lowest combination, it was willing to adjust the charges on the shipment in question upon the seven cent basis.

A refund between the difference of the rates charged the Complainant and the seven cent rate in effect between the points in question via Washington, Pa., was made to the Complainant, and the same being entirely satisfactory to him the case was marked closed.

COMPLAINT DOCKET NO. 388.

WILLIAM T. FOWLER, ET AL
vs.
PENNSYLVANIA RAILROAD COMPANY.

} In re station facilities at Eagle-
ville on the Bald Eagle Valley
Branch.

Filed February 7, 1910.—Closed February 13, 1913.

Complainants averred that the station facilities, both for passengers and freight, at Eagleville, a point on the Bald Eagle Valley Branch of Respondent's system, were wholly inadequate.

After hearing and inspection the case was disposed of by the following

OPINION.

The Commission, after a personal inspection of the place and a very careful consideration of existing conditions at Eagleville, as gleaned from correspondence and personal interview of both Complainant and Respondent, has come to the conclusion that the people of that community should be granted better station facilities. The building now erected at that point and serving the purpose of a station is too small to afford proper protection to passengers in cold or inclement weather. No water-closet is found upon the grounds, and no provision made to shelter the freight shipped to that point, which, it appears, would amount to considerable in a year, if patrons were given some accommodation to protect their shipments from the weather upon arrival at Eagleville. The Commission, therefore,

RECOMMENDS

That Respondent, within a reasonable time, either enlarge its present structure at Eagleville, or erect a new building so as to afford both adequate room for the accommodation of passengers, and a room in which to store freight upon its arrival until called for by the consignee; and also provide toilet facilities.

COMPLAINT DOCKET NO. 828.

VULCAN CRUCIBLE STEEL COMPANY,	} In re proposed removal of Express Office from Aliquippa to Wood- lawn.
ET AL.	
vs.	
AMERICAN EXPRESS COMPANY.	

Filed February 28, 1912.—Closed February 13, 1913.

Complainants protested against the proposed closing of the express office maintained by Respondent in Aliquippa, Beaver County, and the taking care of the business at that point from the office at Woodlawn.

Respondent stated that the office at Aliquippa was without means of either making collections or delivery; that Woodlawn was distant but one and one-third miles, at which point delivery service was maintained; that by the change proposed, the patrons at Aliquippa would receive better service than they formerly had, because of the delivery and collection of express matter; that a branch office would be maintained at Aliquippa for the further accommodation of patrons residing at that place.

A copy of the answer filed was sent to the Complainants for comment.

The Vulcan Crucible Steel Company, in commenting upon the answer, stated that the matter had been taken up with the Interstate Commerce Commission. They were, therefore, requested to inform this Commission what action had been taken by the Interstate Commerce Commission. As that information was not furnished, the case was closed.

COMPLAINT DOCKET NO. 910.

D. R. CARU	} In re overcrowded condition of trains between Claysburg and Hollidaysburg on Saturday and Sunday evenings.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed August 16, 1912.—Closed February 13, 1913.

The Complainant alleged that he had occasion to travel on the Altoona and Cumberland Branch of the Respondent Company's road; that on Sunday evening, August 11, 1912, from Claysburg to Hollidaysburg, a distance of twelve miles, the coaches were overerowed.

The Respondent advised the Commission that on the date in question the train consisted of one combined passenger and baggage ear, three coaches and one Pullman ear, and anticipating unusually heavy travel, an extra coach was added to the train at Cumberland. After leaving Bedford, a large number of short distance riders were picked up, which was not anticipated, and the number of which Respondent had no previous means of ascertaining, and they could not be provided for; that it is the rule of the Company to furnish ample seating capacity on all passenger trains when the number of prospective passengers are known within a reasonable limit. The Respondent also filed a statement signed by the conductors, stating that trains have not been so crowded that passengers have to stand. Except in extreme cases, a sufficient number of coaches are on the train to properly care for all passengers.

A copy of this communication was sent to the Complainant, and he was advised from the facts and circumstances deduced, that if he considered the question one of sufficient importance, it would be necessary to appoint a hearing. As he declined to present himself before the Commission for a hearing, the case was marked closed.

COMPLAINT DOCKET NO. 919.

H. FRANK ESHELMAN	} In re siding facilities.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed July 31, 1912.--Withdrawn February 13, 1913.

The Complainants, farmers living on farms south of and within a mile of the southern limits of the City of Lancaster, petitioned for the Respondent to place cars of fertilizer and other products which it hauls for said petitioners, upon a switch or siding on its Quarryville Branch, beginning near Furnace Street in the City of Lancaster, and extending a distance of sixty feet south of the southern limits of said city, where, it was alleged it would be just as convenient for the petitioners to unload; that the only other accessible place to which commodities brought by the petitioners can be placed for unloading is on the Harrisburg Turnpike, over two and one-half miles distant from the siding south of Lancaster, whereby the petitioners are put to an expense and disadvantage of making the round trip over four miles longer than they would need to do if the Respondent would place the cars for unloading upon the siding first referred to.

A personal inspection was made by the Commission and an interview had with the attorney for the petitioners. The Commission was advised after said interview, that in view of the difficulties arising concerning the lack of ownership by the railroad of land at places where siding is desired, the petitioners have decided not to press application any further, and the case was marked withdrawn.

COMPLAINT DOCKET NO. 937.

E. FISCHER	} Overcrowded condition of cars
vs.	
WILKES-BARRE STREET RAILWAY COMPANY.	

between the hours of five o'clock
and seven o'clock P. M.

Filed September 28, 1912.—Closed February 13, 1913.

The Complainant, a resident of Wilkes-Barre, averred that the service offered between the hours of five and seven o'clock P. M., by the Respondent Company is inadequate to accommodate the traffic; that crowded conditions are not alone complained of, but those conditions make it hard for the crew to operate cars promptly. The front and rear platforms are used while the cars are in motion for standing room which the conductor is required to keep clear, but cannot when the cars are packed to their utmost capacity.

The Respondent, in answer, advised the Commission that cars are operated during the evening hours on a 5-minute headway, putting all the cars in service that it is practicable to operate on a single track; that the crew in charge of the car upon which Complainant was riding denied that any passengers were riding on the front platform of the car, or that they were unable to properly operate the car.

A copy of this answer was sent Complainant, who filed comment thereon, and later advised the Commission that the condition was somewhat improved, and as he failed further to prosecute his complaint, the same was closed for lack of prosecution.

COMPLAINT DOCKET NO. 960.

L. J. CULBERTSON
vs.
NORTHWESTERN PENNSYLVANIA
RAILWAY COMPANY.

} Insufficient heat in vestibule of
cars.

Filed October 30, 1912.—Closed February 13, 1913.

The Complainant alleged discomfort to employees and patrons in the failure of the Respondent to provide sufficient heat in the vestibules of its cars.

The Respondent advised the Commission that the cars on all their lines are heated with the idea of giving the best possible comfort to the passengers; that it is impossible in the city cars to properly obtain an even temperature with the opening and closing of the doors, but that on the interurban lines, electric heaters have been installed in the vestibules of all cars.

A copy of Respondent's letter was sent to the Complainant, and as he failed to make comment on the same, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 968.

CITIZENS OF HOMEVILLE
vs.
PITTSBURGH RAILWAYS COMPANY.

} Inadequate service and equipment.

Filed November 8, 1912.—Closed February 13, 1913.

The Complainants, citizens of Homeville, by petition, averred that the roadbed of the Respondent Company is in such a condition as to be dangerous for operation, and that the operating schedule is not maintained, nor are the cars kept in a sanitary condition.

The Respondent advised the Commission that its cars do not become disabled, delayed, nor off the track unless caused by dirt and debris washed off the hillside on to the highway and its tracks, completely blocking the same; that the municipal authorities should be required to provide sufficient and proper water courses and drainage for the entire valley and all intersecting water courses; that the railway company will co-operate in this work in any reasonable manner possible, and that until this is done, it is impossible to render regular and satisfactory service.

The operating schedule is a 20-minute service from 6:00 o'clock to 9:00 o'clock A. M.; 40-minute service from 9:00 o'clock A. M. to 3:30 o'clock P. M., and a 40-minute service from 9:00 o'clock P. M. to midnight. The operating schedule is maintained at all times unless cars are delayed by the result of storms or an accident; that the cars are properly cleaned, and that the company will have an inspector go over the road at least once a day, and do all in its power to keep cars on time, clean and sanitary.

A copy of this answer was sent to the Complainants, and as they failed to file comment on the same, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 991.

CLARENCE H. C. BARTLETT	}	Inadequate service and lack of protection to motormen.
vs.		
PHILADELPHIA RAILWAYS COMPANY.		

Filed December 21, 1912.—Closed February 13, 1913.

A complaint was made against the practice of the Respondent in operating cars from Third and Jackson Streets to Bow Creek without enclosed platforms for the protection of the motormen; also that the service of Respondent is insufficient between these points.

Respondent, in answer, advised the Commission that they have a total of ten closed cars which are required for the daily schedule, and which have completely enclosed vestibules; that the other four cars have closed fronts from the dash to the hood, but do not have folding doors at the side. In regard to insufficient schedule, they maintain a headway of fifteen minutes, which has been regularly in operation since May 27, 1911, and that this schedule is still being maintained, although the business does not warrant it.

A copy of the answer of the Respondent was sent to the Complainant for comment and as no response was made the case was marked closed.

COMPLAINT DOCKET NO. 998.

A. R. FOSTER	}	Excessive rate from Van to Franklin.
vs.		
ADAMS EXPRESS COMPANY.		

Filed January 2, 1913.—Closed February 13, 1913.

The Complainant alleged that on a shipment of tools from Van to Franklin the express rate was 89 cents in one direction, whereas between the same points in the opposite direction he was compelled to pay a rate of \$1.95.

Subsequently, the Complainant advised the Commission that the Respondent had made a satisfactory adjustment of the rate, and upon this statement the Commission directed the case to be marked closed.

COMPLAINT DOCKET NO. 1019.

GEORGE L. JAMES	}	Alleged nuisance due to continuous whistling of locomotives.
vs.		
PHILADELPHIA & PENCOYD RAILROAD COMPANY.		

Filed January 28, 1913.—Closed February 13, 1913.

The Complainant alleged that the Respondent Company maintained a nuisance through the continual whistling of locomotives in approaching the Pencoyd Furnaces in Lower Merion Township.

The Commission advised the Complainant that that subject is one which is a proper matter for action by the Courts, and not one within the jurisdiction of the Commission, and marked the case closed.

COMPLAINT DOCKET NO. 971.

CATHERINE D. SMITH

vs.

ALLENTOWN & READING TRACTION
COMPANY,
READING TRANSIT COMPANY.

} Unheated vestibules of cars.

Filed October 28, 1912.—Closed February 13, 1913.

The Complainant, in behalf of the Women's Christian Temperance Union, alleged that the front and rear vestibules of the cars of the Respondent were not heated, and therefore uncomfortable to the motormen during severe weather.

In answer, the Respondent admitted that the vestibules of its cars were not heated, but averred that such heating was unnecessary and that their motormen did not undergo the hardships of others engaged in outside employment. It averred further that its motormen preferred to work under the conditions as at present existed.

After a full consideration of the facts before the Commission it advised the Complainant that in view of the fact that no complaint had been received from the motormen in question and the representation to the Commission that they preferred the open vestibule, it did not feel warranted in taking any action in the matter. The case was accordingly marked closed.

COMPLAINT DOCKET NO. 951.

BLAIR LUMBER COMPANY

vs.

LIGONIER VALLEY RAILROAD
COMPANY.

} Excessive rate on ties as compared with rate on lumber.

Filed October 21, 1912.—Closed February 13, 1913.

Complaint alleged that the rate on railroad ties was excessive as compared with the rate on lumber.

The Respondent averred that a concession had been made in the lumber rate because of the fact that lumber was the principal product of the territory in question and ties incidental.

The Commission, upon investigation, found that the Official Classification, to which Respondent is a subscriber, placed lumber and ties in the same class and concluded therefore that Respondent was in error in charging Complainants more for the transportation of ties than for the transportation of lumber and recommended that a refund be made to Complainants of such excessive charge and on future shipments that the rate on ties should not exceed the rate on lumber.

Upon receipt of advice from Respondent that the recommendation of the Commission had been complied with, the case was marked closed.

COMPLAINT DOCKET NO. 855.

W. H. COX AND COMPANY	}	Overcharge on lumber Van to New Castle.
vs.		
LAKE SHORE & MICHIGAN SOUTHERN		
RAILWAY COMPANY,		
PENNSYLVANIA LINES WEST OF PITTSBURGH.		

Filed April 22, 1912.—Closed February 13, 1913.

The Complainant filed with the Commission communications from the agents of the Respondents at Oil City and New Castle, quoting a rate of eleven and one-half cents per one hundred pounds on lumber, carloads, from Franklin and Oil City to New Castle. The Complainant shipped a carload of lumber from Van to New Castle, the distance between which points is less than between the points above mentioned, upon which was assessed a charge of sixteen cents per one hundred pounds. The Complainant therefore asked for reparation of the difference between the rates quoted and the rates upon which collection was made.

In compliance with the Commission's request for additional information the Complainant advised that the shipment in question moved from Van to Stoneboro, over the Lake Shore & Michigan Southern Railway, and from Stoneboro to New Castle over the Pennsylvania Railroad.

The Respondent, in answer, averred that upon investigation it was found that the shipment in question was less than a carload and should have been charged as fourth class rate of fifteen cents per one hundred pounds, and that refund would be made for the difference between the sixteen cent and fifteen cent rate upon presentation of proper claim.

Satisfactory adjustment being made, the case was marked closed.

COMPLAINT DOCKET NO. 906.

H. H. RICE, ET AL.	}	In re petition for establishment of system of transfers.
vs.		
VALLEY TRACTION COMPANY.		

Filed August 8, 1912.—Dismissed February 13, 1913.

The Complainants, citizens of Lemoyne, Cumberland county, petitioned the Commission to establish a system of transfers, averring that when they had to go to the nearest town they were compelled to pay two fares when they had travelled only a short distance, this being necessitated because of a change in cars to reach the place to which they desire to go.

The Respondent, in answer, advised the Commission that it had established in order to operate its system, what is known as zones of travel, which, in its judgment, are absolutely just and fair to the traveling public, as well as to itself; that Lemoyne is reached by the line of the Harrisburg and Mechanicsburg Electric Railway Company, (one of the companies operated by the Valley Traction Company); that every person using the line of the Harrisburg and Mechanicsburg Electric Railway Company can go from Lemoyne to the City of Harrisburg for

one fare, or can go from Lemoyne to New Cumberland—a distance of two miles—for one fare; that passengers from Lemoyne, who live along the line of the Harrisburg and Mechanicsburg Electric Railway Company are refused transfers to the line leading to Enola, operated by this Respondent, for the reasons that the Enola line was established under the following conditions: That the village of Enola is reached by the lines of the West Fairview and Marysville Electric Railway Company and the Fairview and Riverton Passenger Railway Company, and the fare was fixed at an exceptionally low rate with the promoters of Enola, in order to encourage the building up of the said town; and to grant transfers to the citizens of Lemoyne, living upon the line of the Harrisburg and Mechanicsburg Electric Railway Company over the above roads leading to Enola, would require the respondent to carry passengers receiving such transfers, at rates that would not properly compensate Respondent for said service.

The Complainant was advised that it appeared from a full consideration of the case that what was desired was the privilege of transferring at the west end of the Harrisburg Bridge and that if that were the case, it is beyond the jurisdiction of the Commission, as nothing in the Act creating it authorizes the Commission to establish transfer points and require the giving of transfers, and therefore the complaint was dismissed.

COMPLAINT DOCKET NO. 1011.

GEORGE L. NIES

vs.

EPHRATA & LEBANON STREET RAILWAY COMPANY.

} Alleged non-maintenance of schedules.

Filed January 17, 1913.—Closed February 14, 1913.

Complaint was made regarding the irregularity of the operating of cars and the lack of proper schedules.

The Respondent advised the Commission that a schedule was maintained leaving Ephrata on the hour, but in order that a connection by the Conestoga Traction Company could be made, cars were often held from three to five minutes.

As the answer of the Respondents did not appear to disclose any practice which seemed to be unreasonable to the Commission, the Complainant was forwarded copy of the schedule and answer of the Respondent, and the case was marked closed.

COMPLAINT DOCKET NO. 948.

S. E. WHITMER

vs.

PENNSYLVANIA RAILROAD COMPANY.

} Use of tracks on borough street for switching purposes.

Filed October 16, 1912.—Closed February 17, 1913.

The Complainant alleged that Respondent company, during the year 1906, moved their main line of two tracks running through the borough of Newport, on Third Street to Front Street, increasing their line to four tracks; that the tracks on

Third Street are now being used for shifting cars and have not been removed, thereby depriving the borough of the use of one of its principal streets for vehicles, and the property owners of an entrance to their properties; also causing great danger by the shifting of cars over several main cross streets.

Respondent, in answer, advised that in 1905, under the authority of the Act of March 17, 1869, they constructed a four-track line about two miles in length on property owned in fee by the Company adjacent to the Juniata River, and cutting through the Borough of Newport for a distance of about twenty-five hundred feet, but not on Front Street, retaining the original two-track line, under the authority of the Act of April 3, 1872.

Pursuant to an ordinance duly enacted, an agreement had been made with the borough providing for the vacation of a portion of Front Street and Ross and Spruce Alleys, and the opening of Penn Avenue, in order to make it accessible for passenger station purposes purchased by that Company; that the old line retained by the Company is used to serve six large industries, as well as the freight station, which occupies the site of the former passenger station and is near the borough limits; that the removal of the tracks from Third Street for a distance of about a thousand feet in the center of the old line would seriously inconvenience the Respondent, as well as the industries and the citizens of Newport generally.

A copy of this answer was sent to the Complainant with the advice that the Commission has gone as far as its authority permits, and that it seemed now to be a case where the borough authorities must act by some proper proceeding in the Court.

COMPLAINT DOCKET NO. 922.

J. M. LININGER
vs.
ERIE RAILROAD COMPANY.

} In re excess fare charged when
} paying fare on train.

Filed August 29, 1912.—Certified to the Attorney General February 17, 1913.

Complaint was made against the practice of Respondent in charging an excess of ten cents when a passenger boarded a train at an agency or non-agency station without a ticket, paying his fare on the train. This excess was refunded by Respondent only in cases where the fare was less than thirty-five cents.

After considerable correspondence, the Commission advised the Railroad Company that, in its opinion, the proper practice to pursue was that already in effect generally on railroads throughout the State, with the exception of the Erie Railroad Company, which was to make an additional charge of 10 cents when a passenger's fare was paid to a conductor on a train, for which a memorandum calling for a refund of that amount was given to the passenger, redeemable for its face value upon presentation at any agency station of the Company. The Commission accordingly recommended that a similar practice be adopted by the Erie Railroad Company.

The Respondent, however, refused to comply with the recommendation of the Commission, and the case was accordingly certified to the Attorney General of the Commonwealth for legal action, in accordance with the provisions of the Act of May 31st, 1907, creating the Pennsylvania State Railroad Commission.

COMPLAINT DOCKET NO. 1014.

BOROUGH COUNCIL OF WEST FAIR-
VIEW
vs.
NORTHERN CENTRAL RAILWAY
COMPANY.

} Petition for establishment of a
freight agency, passenger service
and express facilities.

Filed January 20, 1913.—Closed June 18, 1913.

This complaint petitioned for the establishment of better freight and passenger facilities at West Fairview, Cumberland County, alleging that the growth of the Borough warranted better service than now existed.

In answer, the Respondent averred that the passenger service between West Fairview and Harrisburg had been discontinued because it had not been remunerative. It also averred that the freight business had decreased to such an extent as not to warrant the company installing additional facilities.

A copy of this answer was forwarded to the Complainant, and as no further advices were received, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 983.

TRESSLER, SCHLEGEL AND COMPANY
vs.
PHILADELPHIA AND READING RAIL-
WAY COMPANY.

} Refusal to deliver shipments at
Otto unless prepaid.

Filed December 10, 1912.—Closed February 19, 1913.

Complaint was made against the refusal of the Respondent Company to accept consignments for delivery at Otto Station, unless the same were prepaid.

Respondent advised that Otto Station is a prepaid station at which there is no agent.

The Commission advised the Complainant that the courts have recognized the rights of a railroad company to require prepayment of freight consigned to non-agency stations, and closed the case.

COMPLAINT DOCKET NO. 1015.

F. W. DEAN
vs.
UNITED STATES EXPRESS
COMPANY.

} Refusal to accept honey for ship-
ment unless release is signed.

Filed January 21, 1913.—Closed March 6, 1913.

The Complainant alleged that the agent of the Respondent Company at New Milford, had refused to accept a shipment of honey for Nicholson, Wyoming County, without the execution of a guarantee, notwithstanding the offer to prepay the express charges on the shipment.

The Respondent advised the Commission that the shipment in question had been forwarded, and the former agent at New Milford, was in error in assuming that he had authority to ask Complainant for a release or guarantee in connection with the shipment in question.

A copy of said answer was forwarded to Complainant, and the case was marked closed.

COMPLAINT DOCKET NO. 1029.

F. W. FINK vs. PHILADELPHIA RAPID TRANSIT COMPANY.	}	Insufficient service on Ridge Avenue line.
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Filed February 13, 1913.—Closed March 6, 1913.

The Complainant alleged that the service on the Ridge Avenue line of the Respondent Company was insufficient and that the cars were overcrowded, especially during the rush hours.

The Respondent, in its answer, advised that the inadequate terminal facilities at Front and Arch Streets made it impossible for it to operate larger cars on its Ridge Avenue Line; but that during the morning rush hours a 56-second schedule is maintained, while during the evening rush hours, a 45-second schedule is maintained.

A copy of the answer of the Respondent was sent to the Complainant for his comment and as he failed to reply to the same, the case was marked closed.

COMPLAINT DOCKET NO. 1038.

W. E. BROWN AND COMPANY vs. LIGONIER VALLEY RAILROAD COMPANY.	}	Alleged discrimination in car distribution.
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Filed February 27, 1913.—Withdrawn March 6, 1913.

Complainant alleged that they were discriminated against in the distribution of cars, stating that while there were plenty of cars all winter, most of the cars were carded for individual mines for fuel orders, and that all the carded cars are not counted in the distribution; and as carded cars are about equal to about ninety per cent. of the car supply, complainant would only get their proportion of the cars of the other ten per cent., or only about two cars weekly, whereas, they are rated at two cars daily.

The Respondent denied that the carded cars were not counted in this distribution, but that all cars, whether carded or not, are counted in the daily distribution, and that the Complainants received their percentage, and filed a statement showing the number of cars placed and date when released.

The Complainant, upon receiving the answer of the Respondent that all ears, whether carded or not, were counted in the distribution, expressed its desire to withdraw the complaint, which was granted.

COMPLAINT DOCKET NO. 982.

EXCELSIOR BRASS WORKS	}	Rate on coal between Duncannon
vs.		
PENNSYLVANIA RAILROAD COMPANY.		
		and Reading.

Filed December 5, 1912.—Closed March 7, 1913.

The Complainants, brass manufacturers at Reading, alleged that the freight rate charged for the transportation of river coal from Juniata Bridge or Duncannon is exorbitant.

The Respondent, in answer, advised the Commission that the coal in question is anthracite coal dredged from the Susquehanna River; that the rate of \$1.90 per ton is the mileage rate as covered by published tariff, the distance from Duncannon to Reading being 142 miles; that the mileage tariff in question is published primarily to meet emergencies, and if there is any actual tonnage to move from Duncannon to Reading, and a request is made by the Complainants for reduction in the rate, such request would receive consideration.

A copy of this answer was sent to Complainants, and as they failed to comment on the same, the case was closed for lack of prosecution.

COMPLAINT DOCKET NO. 993.

C. M. HENDERSON	}	Insufficient heat in cars.
vs.		
PHILADELPHIA RAPID TRANSIT COMPANY.		

Filed December 28, 1912.—Closed March 7, 1913.

The Complainant alleged that ears on the Haddington Division of the Respondent Company's road were not properly heated; also, that the same were overcrowded.

The Respondent advised the Commission that all the cars are equipped with electric heaters; that five times each day the temperature is taken, both inside and outside of the ears. Tests have shown that the ears are always about ten degrees warmer than the outside temperature.

In regard to the operating of overcrowded cars on this Division, the Respondent advised the Commission of its intention of installing large double truck ears as soon as the same could be procured.

A copy of the Respondent's communication was sent to the Complainant for comment, and as he failed to reply to same, the case was marked closed.

COMPLAINT DOCKET NO. 1001.

MORRISON AND RISMAN	} Alleged excessive rate due to capacity of car.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed January 4, 1913.—Dismissed March 7, 1913.

The Complainants alleged that they had occasion to order a large rack gondola car; that their object in ordering this class of equipment was to enable them to load their product to the minimum capacity of 44,800 pounds so as not to have to pay excess freight; that the Respondent Company was unable to supply this car, but furnished another in which they were only able to load 35,100 pounds,—the result being that they were compelled to pay excess freight.

In order that the Commission might determine whether this was an interstate shipment or not, and come within its jurisdiction, the Complainant was requested to furnish information as to the points between which this shipment moved, and as they failed to do so, the complaint was dismissed for lack of prosecution.

COMPLAINT DOCKET NO. 1013.

A. BUSHYAGER AND COMPANY	} Alleged discriminatory toll charges.
vs.	
MURRAYSVILLE TELEPHONE COMPANY.	

Filed January 20, 1913.—Withdrawn March 7, 1913.

Complainant alleged that the telephone rates from Harrison City to Jeannette is ten cents, whereas the rate in the opposite direction from Jeannette to Harrison City is but five cents.

Respondent, in answer, stated that the complaint was due to a misapprehension; that the rate is the same in either direction, and the matter had been fully explained to the Complainant.

The Complaint requested permission to withdraw the complaint as the explanation of the Respondent was satisfactory to them.

COMPLAINT DOCKET NO. 1035.

GABRIEL H. MOYER	} Rate on live pheasant from Richland to Palmyra.
vs.	
UNITED STATES EXPRESS COMPANY.	

Filed February 27, 1913.—Withdrawn March 25, 1913.

Complainant alleged that an excessive rate of sixty cents was charged on a shipment, consisting of a live pheasant, from Richland to Palmyra—a distance of nineteen miles.

Respondent in its answer advised the Commission that the rate charged was in accordance with the proper classification, and that a satisfactory explanation had been made to the Complainant.

Upon receipt of this answer, the Complainant requested that his case be withdrawn.

COMPLAINT DOCKET NO. 1036.

CHARLES D. REED
vs.
JEFFERSON TRACTION COMPANY. } Alleged insanitary condition of cars.

Filed February 27, 1913.—Closed March 25, 1913.

The Complainant alleged that the cars operated upon the line of the Respondent Company were not kept in a cleanly and sanitary condition,—in fact that they were in such condition as to be unfit for use by ladies; and that the rules forbidding expectorating were not rigidly enforced.

Respondent admitted that the cars were not as clean as they should be, but that under existing conditions, it was almost imposible to keep the cars in the same condition as cars are kept on other lines, owing to the fact that many miners in their working clothes are carried, but that an endeavor would be made to keep the cars in better condition.

As this satisfied the complaint, the case was marked closed.

COMPLAINT DOCKET NO. 970.

WILLIAM J. KOEBEL
vs.
LAKE TRANSIT COMPANY. } Regulations governing loading and unloading of freight at stations.

Filed September 18, 1912.—Closed March 25, 1913.

The Complainant alleged that on the evening of August 8, 1912, shortly after seven o'clock, several persons were waiting on Allen's Landing to take passage on one of the steamers of the Respondent Company; that they displayed the customary signal—a flag on Allen's Landing—but the steamer passed within a hundred yards and steamed on up to the next landing, which is known as Smith's Landing; that they all had expected the boat to stop on its return trip, but when they saw her heading well out into the lake, and with no intention of coming to Allen's Landing, they shouted to the crew and waved the flag, but the crew did not heed their signal; that they were put to great discomfort and inconvenience by said failure of boat to stop.

The Respondent, in answer, advised that Allen's Landing is a private landing; the crew of the boat did not see any signal displayed on the night in question.

The Commission recommended that the Respondent establish a regular stop of its boats at Allen's Landing, and install their regular signal. The Complainant was advised of this action, and the case was marked closed.

COMPLAINT DOCKET NO. 1021.

OHIO IRON AND METAL COMPANY	} Demurrage charges.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed January 29, 1913.—Closed March 25, 1913.

Complaint was made against the assessment of an alleged improper demurrage charge on cars of scrap iron loaded at the plant of the Allegheny Steel Company at Brackenridge.

In answer, the Respondent averred that the charges assessed were in accordance with its published tariff, and that delay in receiving shipping instructions was responsible for the demurrage charges assessed, but that it was a matter for adjustment between the Complainant and the Allegheny Steel Company.

The Complainant, in commenting upon the answer of the Respondent, although requested so to do, gave no specific instances in which the alleged excessive charges were made, and was advised by the Commission that if it desired to proceed further, definite and detailed information would have to be supplied.

No further advices were received, and the case was marked closed.

COMPLAINT DOCKET NO. 1037.

BIDDLE ARTHURS	} Refusal to accept passengers at Altoona on Pennsylvania Limited.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed February 28, 1913.—Closed March 25, 1913.

Complaint was made of the refusal of the Respondent Company to accept passengers from Altoona to Pittsburgh upon the Pennsylvania Limited, leaving Altoona at 6.50 o'clock P. M.

Respondent Company advised that that train was made up of sleeping cars with a combination baggage and smoking car in front of the train and observation car in the rear of the train, being for the use of passengers occupying berths on the sleeping cars. The first stop of the train after leaving Altoona is East Liberty, at 9.29 o'clock P. M. The only accommodations which can be assigned to local passengers on this train—which is a through train from New York to Chicago,—are upper berths, and owing to through passengers desiring to have their berths made up upon the arrival of the train at Pittsburgh, Respondent has been compelled to discontinue the practice of assigning space to local passengers from Altoona, as two express trains follow shortly after this train, both of which furnish accommodations for local traffic.

The Commission advised the Complainant, after full consideration of the facts, that it does not consider that the rules of the Respondent in respect to this complaint are unreasonable, and directed that the case be marked closed.

COMPLAINT DOCKET NO. 1032.

THOMAS U. SCHOCK

vs.

PHILADELPHIA & READING RAILWAY
COMPANY.} In re freight train passing standing
passenger train at Station at
Lebanon.

Filed February 13, 1913.—Closed March 27, 1913.

This complaint was made in regard to the negligence of the Respondent Company in operating a freight train while a passenger train was discharging passengers at the station at Lebanon, thereby endangering the lives of said passengers.

The Respondent advised the Commission that after an investigation they had ascertained that bad judgment had been used by the engineman of the freight train in going by the passenger train after he could plainly see that it was just stopping at the station, and that he was disciplined by suspension for the offense.

The Complainant was notified of the action of the Respondent with request that he file comment, but as no advices were received from him the case was marked closed.

COMPLAINT DOCKET NO. 1030.

A. M. WOOD AND COMPANY

vs.

PENNSYLVANIA RAILROAD COMPANY
AND
PHILADELPHIA AND READING RAIL-
WAY COMPANY.

} Switching charges at Norristown.

Filed February 14, 1913.—Withdrawn April 4, 1913.

Complainants alleged that the rate of forty cents per gross ton for switching cars between the plant of the Alan Wood Iron and Steel Company, at Conshohocken and Norristown, with particular reference to cars of scrap iron which were rejected by Complainant, was excessive.

The Respondents, in their answers, averred that the cars so moved are subject to as great a service in general as obtains in connection with movements of any loaded cars between sidings in and around Conshohocken and sidings at Norristown, and that they cannot be properly designated as switching movements, and therefore are not subject to per car switching rates.

The answers were sent to the Complainant which advised that they were entirely satisfactory and desired to withdraw the complaint, and the case was accordingly so marked.

COMPLAINT DOCKET NO. 990.

JOHN T. RIDER

vs.

ERIE RAILROAD COMPANY.

} Regulation requiring duplex tick-
ets to be mailed to New York
City for redemption.

Filed December 19, 1912.—Certified to the Attorney General April 11, 1913.

Complaint was made against the requirement of the Respondent that duplex tickets issued when fares for transportation were paid on trains are redeemable only by presentation to its General Passenger Agent in New York City.

In answer, the Respondent averred that its tariff regulations provided as follows:

Between stations wholly within the states of Ohio, Indiana and Illinois the revised laws permit railroad companies to collect and retain the excess train fares. The Company will also retain the ten cents excess on all interstate business and between points wholly within the State of Pennsylvania where the train fare is forty cents or over; between points in Pennsylvania where the train fare collected is thirty-five cents or less the ten cents excess will be refunded on application to the General Passenger Agent at New York.

The Respondent further averred that since this regulation became effective cash payments on trains had decreased over seventy-five per cent. and its conductors, previously overburdened, are now enabled to give attention to the safe handling of trains and the comforts of passengers, and requested that the regulation be permitted to remain in force.

After a full consideration of the facts before it, the Commission recommended that the Respondent, with respect to the duplex tickets, conform to the practice of the other Railroad Companies operating in the Commonwealth.

The Respondent, by its General Passenger Agent advised the Commission that it had concluded to make no change at present in its practice with reference to duplex tickets.

In view of the refusal of the Respondent to comply with the recommendation of the Commission the record was certified to the Attorney General for legal action, in compliance with the provisions in Sections 17 of the Act of Assembly approved May 31, 1907, creating the Pennsylvania State Railroad Commission, and the case was accordingly marked closed.

COMPLAINT DOCKET NO. 1050.

DEPPEN BREWING COMPANY	}	In re refusal to accept for shipment goods received after five o'clock P. M.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed April 5, 1913—Closed May 16, 1913.

The Complainant, a brewing company located at Reading, complained of the refusal of the Railroad Company to accept a shipment of freight for Selinsgrove, offered at 5 o'clock P. M.

Investigation by the Commission and Respondent developed that one wagon load was received at exactly 5 o'clock P. M., and when the agent discovered the invoice called for twenty half barrels, forty-four quarter barrels, and that the balance was coming later by another team, he told the driver that he would take the load that arrived but could not take the other. This was done in order that the first load could be put on the train, to which the engine was already attached and ready to leave in order to make the necessary connections. The second load could not have been received and loaded without delaying the train. It is a common practice to fix a closing hour for the receipt of freight especially where train connections are to be made.

The Complainant was advised of the investigation and answer of the Respondent and as the same satisfactorily terminated the case, the complaint was marked closed.

COMPLAINT DOCKET NO. 1052.

EUGENE E. NICE
vs.
PENNSYLVANIA RAILROAD COMPANY. } Alleged improper delivery of freight.

Filed April 12, 1913.—Closed May 6, 1913.

The Complainant alleged that shipments of cement from Siegfried to Walnut Street Station, Philadelphia, were invariably delivered to Federal Street Station.

The Respondent advised the Commission that upon investigation it developed that the cause of the trouble in question was that the shipper inserted "Walnut Street Station" in the mail address space on the bill-of-lading instead of the space marked "destination," and when the traffic is rebilled by the agent at Phillipsburg Junction, the same is sent to Federal Street,—the delivery generally accorded shipments of this character in that vicinity.

Complainant advised the Commission that the answer satisfactorily removed the cause of complaint, and the Commission directed the case to be marked closed.

COMPLAINT DOCKET NO. 1056.

GEORGE GUNCHEON & SON
vs.
PENNSYLVANIA RAILROAD COMPANY. } In re delay on shipments from various points consigned to Norwich on the line of the Potato Creek Railroad.

Filed April 22, 1913,—Closed May 6, 1913.

Complainant alleged the delayed delivery of certain shipments from various points on the lines of the Respondent to Norwich, on the line of the Potato Creek Railroad.

The Complainant was requested to file with the Commission the original bills of lading, with a statement showing the time of receipt by the Respondent and the time of delivery to the Complainant at the point of destination of the shipment in question.

The case was not prosecuted further, and was marked closed.

COMPLAINT DOCKET NO. 1058.

ELMER F. RUPP
vs.
CENTRAL DISTRICT TELEPHONE COMPANY. } Alleged undue delay in transferring telephone to a new location.

Filed April 28, 1913.—Withdrawn May 6, 1913.

The Complainant protested against the alleged undue delay in changing a telephone from Crafton to Knoxville, stating that he had given the necessary ten days' notice, as required by the contract, for removal of a telephone.

Before an answer was received from the Respondent to this complaint, the Complainant advised the Commission that his telephone had been installed, and the cause of complaint having been removed he desired to withdraw the complaint, which was so granted by the Commission.

COMPLAINT DOCKET NO. 1061.

HENRY F. MICHELL & COMPANY	}	In re failure to notify consignees of the arrival of packages shipped by its package service.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed May 3, 1913.—Closed May 6, 1913.

The Complainant alleged that the Respondent, in its so-called "Package service" from Philadelphia did not notify the consignees upon the arrival of the parcels at their destination, and should the package remain uncalled for within twenty-four hours storage charges were imposed.

After a full consideration of the complaint the Commission advised the Complainant that to impose upon the Respondent the obligation of notifying consignees of the arrival of packages would doubtless result in higher charges than obtained at that time for the same service, or possibly its entire abolition, and suggested that it seemed to be the duty of the consignor to notify the consignee of the shipment, and then the responsibility for the removal of the package would rest with the consignee.

Nothing further was heard from the Complainant, and the case was marked closed.

COMPLAINT DOCKET NO. 1062.

WILLIAM F. BALDWIN	}	Alleged irregularity of train service.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed May 23, 1913.—Closed May 6, 1913.

This complaint was made by a committee of ten appointed by the commuters between Marcus Hook and Philadelphia, alleging the irregularity of the train leaving Marcus Hook at 5:15 o'clock P. M.

In answer, the Respondent advised that it expected to put into effect May 24, 1913, a change of schedule that it was thought would remove the cause of the complaint.

Nothing further was heard from the Complainant, and the case was marked closed.

COMPLAINT DOCKET NO. 646.

GUY F. ROUSH, ET AL.	}	Inadequate passenger and freight station facilities at Mifflinburg.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed January 6, 1912.—Closed May 6, 1913.

A petition signed by eighty-three business men of Mifflinburg was filed with the Respondent, praying for the erection of a new depot at that place, alleging that the present structure was inadequate for the amount of traffic handled.

The Respondent, answering the petition, advised the Complainant that trolley service between Montandon and Mifflinburg was assured and that such service when installed, would reduce the traffic now depending upon the Respondent, and that certain alterations would be made at the Mifflinburg station which, it was thought, would remove the cause of complaint.

Subsequently a formal complaint, embracing the above mentioned allegation, was filed with the Commission.

In answer to the complaint, the Respondent admitted the inadequate facilities in question, and expressed its intentions of making certain improvements which it was thought would meet the conditions complained of.

A representative of the Commission was directed to make an inspection of the premises and, in his report, recommended certain improvements to modernize the present station and make it more comfortable to the Respondent's patrons, including more seating capacity and a better heating system, he also recommended that the station be kept open until the last trolley car leaves at night. He also reported that under a traffic arrangement with the Lewisburg, Milton and Watonsburg Passenger Railway Company, that company operates its cars over Respondent's line, arriving at and departing from its station at Mifflinburg, accepting for transportation the Respondent's ticket or mileage book, because of the fact that the Respondent had no passenger train in or out of Mifflinburg after seven o'clock P. M.

Subsequently an arrangement was made by the Trolley Company with the Respondent that its waiting room shall be kept open until after the departure of the last night car. This, in connection with the other improvements made by the Respondent, the Commission determined were ample to remove the cause of complaint and the Complainants were so advised.

Further complaint was made to the Commission that the Station was not being kept open as agreed upon. A letter from the President of the Trolley Company advised that the experiment of keeping the station open for the last car was made, but that so little advantage was taken of the added accommodation that, on account of the expense attendant upon it, the accommodation thus provided was discontinued.

The Commission advised the Complainant that in view of the statement made by the President of the Trolley Company that it was not inclined to make any further recommendations in the matter unless the Complainant was prepared to disprove the allegations contained in the answer of the Respondent.

The case was accordingly marked closed.

COMPLAINT DOCKET NO. 1026.

HARRY B. FRENCH	} Station facilities at Wilkes-Barre.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed January 30, 1913.—Closed May 6, 1913.

The Complainant averred that his daughter, with an eight months old baby, travelling from Harrisburg to Wilkes-Barre via Sunbury, was put to great inconvenience and discomfort through the fact that there was no parlor car on the train: that when the train arrived at Wilkes-Barre it stopped about a quarter of a mile from the end of the shed at the station.

The Respondent advised the Commission that the train upon which Complainant's daughter traveled was a local train and did not carry a parlor car; that the transfer at Sunbury was very short, and the station located at Wilkes-Barre was a joint station, but that the Lehigh Valley Railroad Company is now extending the platform west of the station which, when completed, will give ample protection to passengers alighting from trains.

A copy of this communication from Respondent was sent the Complainant, and as the case was not prosecuted further it was marked closed.

COMPLAINT DOCKET NO. 959.

<p>N. E. ROHRER, ET AL vs. PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Freight station facilities at Juniata.</p>
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Filed October 25, 1912.—Dismissed May 8, 1913.

The Complainants, merchants of Juniata Borough, complained to the Commission that they were greatly inconvenienced by the freight facilities afforded by the Respondent Company, inasmuch as all shipments of inbound freight must be received and shipped from the Altoona freight station,—a hauling distance of four miles.

The Commission, after a conference with representatives of the Respondent and Complainant, and the taking of testimony and a personal investigation, filed the following:

OPINION.

In the matter of the above-named complaint, testimony was offered by Complainant showing that Juniata borough has a population of over five thousand people and lies along the tracks of the Pennsylvania railroad, two miles northeast from the freight station at Altoona; that all package freight for the borough of Juniata and vicinity must be hauled on wagons or trucks over the public highway leading to that section from the Altoona freight station; that by reason of the four-mile round trip which the business men of Juniata must make to get their package freight, much valuable time is lost in their business; that in some instances they have driven to the station in response to a notice received and been obliged to return home without the goods, owing to some error in the notice sent out by the company or to delay in the shipment of the commodity; that a freight station located in Juniata borough in the vicinity of the railroad siding on which Complainants now receive their freight in carload lots, is desired; that the volume of annual traffic for Juniata amounts practically to \$15,000.00 for package freight and \$35,000.00 for consignments in carload lots; that according to the modern spirit of providing railroad accommodations and facilities to our people wherever it is convenient, the borough of Juniata is entitled to a freight station of its own; and that if a freight station were located in Juniata, it would aid materially in the expansion and development of the town.

Respondent on the other hand testified that all freight, whether package or in carload lots whose destination is Juniata borough, must be moved by way of Altoona for the reason that all the passenger tracks of the road at that point lie between Juniata on the North and the freight tracks and switching yards on the South, cutting the town off entirely from the freight service; that if a freight station be established at Juniata borough, the package freight for that point must be taken to the transfer station at Altoona, and there taken out of the various cars and transferred into a special car and then taken to Juniata on the passenger tracks; that the delay thus occasioned unavoidably at Altoona would be a loss of substantially a day to consignees in getting their goods, since there could be only one movement of package freight a day to Juniata borough on account of the small volume of trade; that while a passenger stop is maintained and freight in carload lots delivered at Juniata, there is no agency station for either purpose established at that point, and the small volume of traffic going to or coming from the place would not at present warrant Respondent to open and maintain a station for the delivery of freight, or for the freight and passenger service combined; that a delivery of package freight from the door of the car each day on the siding where carload freight is now delivered at Juniata would be wholly unsatisfactory to both consignees and carrier by reason of the limited hours consignees must necessarily be given to obtain their freight, and the unavoidable delays of a day in getting goods to destination that would occur now and then at the transfer point at Altoona, because of the tardy or belated arrival of goods making it too late for the car to Juniata; that of the confusion which would arise at times when consignees must have goods and

failing to find it on the delivery car on the siding would make an effort to get it at the Altoona freight station, and thus inject an element of disturbance and confusion in the service; that the distance from Altoona freight station to the borough of Juniata is not an unreasonable distance to haul freight, and that the macadam highway over which the freight must be moved by wagon is one of the best roadbeds for heavy teaming in the country; and that the service maintained heretofore at Altoona has upon the whole and until quite recently been entirely satisfactory to the consignees from Juniata borough, to the best of Respondent's knowledge.

On the 17th day of April last, the Commission, accompanied by Complainants and Respondent, made an inspection of the respective places embraced in this complaint. After a visit to the freight station at Altoona, the Commission went over the public highway over which the consignee from Juniata borough haul their freight, and then proceeded to the public siding in the town of Juniata where delivery of freight in earload lots is maintained, and in which locality Complainants would like the new freight station for Juniata established. After going over the ground carefully and noting other points of interest which were regarded by Complainants as showing the trend of the town's growth and development, the Commission returned to Altoona.

All the facts submitted at the hearing and those subsequently obtained at the inspection incline the Commission to the opinion that a compromise service, such as a shuttle train or car delivery service, should not be established chiefly for the reason that under the most favorable circumstances, such an arrangement would lead to delay and confusion at times and thus, instead of expediting, might even seriously embarrass the delivery of freight. Any change made in the method of freight delivery at this particular point should embody in its scope such elements of improvement and convenience that are permanent, rather than merely tentative in their character and purpose. Whatever service is recommended in lieu of the old should offer the customary facilities and advantages accorded to consignees at all freight stations properly equipped, and should not restrict the delivery to special conditions that impose upon the consignee more or less limited privileges.

The Commission believes, in view of the peculiar situation of Juniata borough in relation to the freight tracks and switching yards, the excellent facilities found existing at Altoona for prompt delivery of freight, and the solid roadbed of the public highway over which the Juniata freight must be hauled, that present conditions are not so unfavorable or prejudicial to the commercial interests of Juniata borough as to work any degree of hardship upon or serious loss to any of its citizens. Moreover, to haul freight a distance of two miles, and perhaps in a few instances in this particular complaint, a trifle more, can not be regarded in itself as an intolerable hardship or burden since commodities in our larger towns and cities are hauled year in and year out not infrequently even a greater distance by wagon from freight stations to their respective places of delivery or destination without protest from consignees. And the public highway over which the freight moves in this particular complaint is in all respects as well adapted for heavy teaming as any street or thoroughfare in our centers of population.

Furthermore, the volume of business for Juniata borough has not yet in any perceptible degree crowded or congested the capacity of the station at Altoona, nor are there present any circumstances or conditions to show why consignees from Juniata are not able to get their freight as readily as the teamsters or consignees from Altoona itself who seem to be satisfied with the present method of handling the freight at that point. If there have been times when Complainants had difficulty in locating or obtaining their freight, Respondent must institute better methods of delivery or exercise greater care in so placing commodities of Complainants on the floor of the warehouse that they are easy of access to the driver of the consignee, and thus avoid such contingencies hereafter. And if Respondent should be negligent in this particular, causing serious delay or loss of time to consignees in getting their freight, then they should enter complaint against Respondent for inadequate and insufficient delivery facilities furnished them at the Altoona freight station.

As the volume of freight for Juniata borough can be expeditiously handled now and apparently for some time to come at the Altoona station, and as in the future it may be necessary to establish both freight and passenger stations at Juniata, when that locality improves and becomes more densely settled, this Commission does not feel that the facts in the premises warrant it to intervene now and grant request of Complainant.

The complaint is, therefore, dismissed without recommendation.

COMPLAINT DOCKET NO. 974.

RESIDENTS OF LOCUST GAP AND
VICINITY
vs.
SHAMOKIN AND MT. CARMEL TRAC-
TION COMPANY.

In re excessive fare from Locust
Gap to Mount Carmel.

Filed November 18, 1912.—Closed May 8, 1913.

The Complainants filed a petition averring that the rate of fare between Locust Gap and Mount Carmel is excessive, exorbitant and unjust, the rate of fare between the points named being ten cents for a distance approximately of two and three-quarters miles; the first fare limit being less than one mile, while the fare charged by the same Company between Kulpinont and Mount Carmel is only five cents, the distance being approximately four miles.

The Respondent in answer, averred that the rate or charge for carrying passengers on its line was not unjust, excessive or exorbitant, owing to the great cost of construction and the expense of operation between Mount Carmel and Locust Gap; also, in view of the fact that half-hour service is furnished to the public from 5:30 o'clock A. M. to 11:45 o'clock P. M.; that daily, during morning hours of said service, the cars are operated at an actual and substantial loss; also, that the line from Kulpinont to Mount Carmel was not operated by said Company.

A copy of this answer was sent to the Complainants for their comment, but as they failed to reply to the same, the case was closed for lack of prosecution.

COMPLAINT DOCKET NO. 1000.

LILLIAN KLINE
vs.
READING TRANSIT COMPANY.

Alleged excessive fare from Ann-
ville to Palmyra.

Filed January 4, 1913.—Closed May 8, 1913.

The Complainant averred that an excessive rate of fare was charged by the Respondent Company from Annville to Palmyra—a distance of five miles over their line on the car which arrives at Annville at 11.45 P. M.; that the cost of said transportation is eighty cents; alleging that this car runs to Palmyra on Wednesday, Saturday and Sunday nights at a regular fare of ten cents from Annville.

Respondent Company, in answer, denied that the car was run at any other night from Annville except Saturday night. The regular fare from Annville to Palmyra is ten cents, but at the request of a number of citizens of Palmyra for a late car, and on the condition that there would be at least eight people, or their equivalent in fares, as a matter of convenience the said car was run to Palmyra.

A copy of the communication of the Respondent was sent to the Complainant and as she failed to further prosecute her complaint, the case was closed.

COMPLAINT DOCKET NO. 1006.

S. K. BRECHT
vs.
ADAMS EXPRESS COMPANY.

Excessive rate on books from
Lititz to Lansdowne.

Filed January 27, 1913.—Closed May 8, 1913.

The Complainant alleged that an excessive charge of sixty cents was made on a shipment of three books weighing seven pounds from Lititz to Lansdowne.

The Respondent, in answer, advised that the charges assessed were in accordance with the printed tariffs of the Company; that the shipment originated on the line of the United States Express Company; that the through rate is the sum of the local rate of the United States Express Company from Lititz to Philadelphia, and the local rate of the Adams Express Company from Philadelphia to Lausdowne. This through rate is \$1.10 for shipment of a hundred pounds or over; for shipments of less than a hundred pounds, charges are fixed by a table of graduated charges.

A copy of this answer was sent to the Complainant, and as he failed to reply to the same, the case was closed for lack of prosecution.

COMPLAINT DOCKET NO. 1008.

<p>DODSON AND MOORE vs. PENNSYLVANIA SOUTHERN RAIL- ROAD COMPANY.</p>	}	<p>Delay in transfer of freight at Summerville.</p>
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Filed January 16, 1913.—Closed May 8, 1913.

The Complainants, dealers in general merchandise at Limestone, averred that in having goods shipped from DuBois to Limestone it is transferred at Summerville, said shipments being transported over the Pennsylvania Railroad from DuBois to Summerville and the delay often extends from thirteen to twenty-one days at the point of transfer by which time produce is entirely spoiled or stolen. A similar complaint was also filed by James L. Harrigan.

Respondent advised the Commission that by mistake of a freight conductor, car containing the shipment of Mr. Harrigan was set for loading at another point, conductor thinking that the same was empty; that when this mistake was discovered, the shipment was moved forward.

Copy of this answer was sent to the Complainant, and in the case of the original complaint the Commission advised that as their complaint was one which involved a claim for damages, it was not within the jurisdiction of the Commission. The case was, therefore, marked closed.

COMPLAINT DOCKET NO. 1009.

<p>F. W. TUNNELL AND COMPANY, INC., vs. PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Excessive rate on fertilizer from Philadelphia to Elk Lick.</p>
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Filed January 16, 1913.—Closed May 8, 1913.

The Complainant averred that the rate on fertilizer from Philadelphia to Elk Lick, Somerset County, (West Salisbury delivery) quoted at \$3.20 per ton on carload lots of fifteen tons or over, and twenty-two cents per hundred pounds on less than carload lots is excessive compared with rates quoted for transportation from Philadelphia to other points in Pennsylvania or in near territory covered by the present quotation.

The Respondent, in answer, advised that the point of destination in question is local to the Baltimore & Ohio Railroad via that line direct; that the rate on fertilizer in full carloads from Philadelphia to West Salisbury is \$2.80 per two thousand pounds, and jointly with the Pennsylvania Railroad the joint rate is arrived at by the use of the arbitrary of forty cents per ton, making the rate \$3.20 for two

thousand pounds. This is the usual method of arriving at joint rates with the Baltimore & Ohio Railroad, as approved by the Interstate Commerce Commission. The freight line distance from Philadelphia to West Salisbury, via The Pennsylvania Railroad and Baltimore & Ohio Railroad, is three hundred and thirty-seven miles, which justifies this rate.

A copy of this answer was sent to the Complainant, and upon his failure to file comment on the same, the case was closed for lack of prosecution.

COMPLAINT DOCKET NO. 1023.

WYALUSING HAY COMPANY	} Rate on hay from Glen Lyon to Nanticoke.
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

Filed January 29, 1913.—Closed May 8, 1913.

Complainants, dealers in farm products, alleged that it was charged an excessive freight rate of \$3.00 on shipments of hay and straw from the Wyoming region to Nanticoke and Glen Lyon, on the Sunbury Division of Respondent's line; and that the Lehigh Valley Railroad Company is delivering hay and straw into Wilkes-Barre, which is only a short distance from Glen Lyon and Nanticoke, at a rate of \$1.80 per ton.

Respondent advised that as the shipments originated on the Lehigh Valley Railroad, it would be necessary to make a readjustment of rates, that the Lehigh Valley Railroad Company had issued, effective March 15, 1913, rates on hay, earloads, from Wyalusing to Nanticoke, eleven and one-half cents per hundred pounds, and to Glen Lyon twelve cents per hundred pounds, via Wilkes-Barre and the Pennsylvania Railroad; that these rates, which are a reduction of three and one-half cents to Nanticoke and three cents to Glen Lyon will be further reduced to ten cents, which will place Pennsylvania Railroad delivery on practically the same basis as the Central Railroad of New Jersey delivery.

A copy of this answer was sent to Complainant and as he failed to make comment on the same, the case was closed for lack of prosecution.

COMPLAINT DOCKET NO. 1025.

J. B. GRAHAM	} Inadequate service and excessive fare.
vs.	
JERSEY SHORE & ANTES FORT RAILWAY COMPANY.	

Filed January 28, 1913.—Closed May 8, 1913.

The Complainant averred that an excessive rate of fare was charged on the trolley line of the Respondent Company from Antes Fort to Jersey Shore, and that the connections with the Pennsylvania Railroad, east or west, were very poor.

The Respondent, in answer, advised the Commission that the road has been in operation eight years and during that time has only paid one per cent. dividend, and has sold 50-trip ticket books for \$2.50 each, reducing the rate of travel to a five cent fare. It averred that regarding a closer schedule, there was not sufficient travel to warrant the same; that only time is given the passengers to insure the checking of baggage and purchasing of tickets in making connections with the railroad, and if less time were given this could not be accomplished.

As the Complainant failed to further prosecute his case, the same was marked closed.

COMPLAINT DOCKET NO. 765.

WILLIAM J. HOLSTEIN, ET AL.

vs.

PENNSYLVANIA RAILROAD
COMPANY.} Charge for refrigerator service in
carriage of milk.

Filed December 2, 1911.—Closed May 8, 1913.

The Complainants, shippers of milk from Pomeroy and vicinity, alleged delays in the shipments and the discontinuance of the refrigerator cars during the winter months, notwithstanding the fact that they purchased from the Respondent and attached to their milk cans tickets entitling them to refrigeration en route. The allegation was also made of the carelessness of the employees of the Respondent in the matter of the return of the empty milk cans, resulting in the loss of many cans to the Complainants.

The Respondent, in answer, admitted an increase of 15 per cent. in rates, made necessary by its providing refrigerator cars to meet the requirements of the Board of Health of the Department of Public Health and Charities of the City of Philadelphia, but averred that in making this slight advance in rates it had in mind the fact that refrigeration would not be necessary during the winter months, and that the advanced rate did not recompense it for the additional expense entailed by the improved method of handling the commodity of the Complainants.

A copy of the Respondents answer was forwarded to the Complainant for comment, with the advice that unless they were prepared to show that the rates charged were excessive, the Commission would regard the answer of the Respondent as satisfactory.

The Respondent submitted certified copies of the record in a similar proceeding before the Public Utilities Commission of New Jersey, in which the complaint was dismissed upon the ground that the improved transportation facilities were commensurate with the increased rate charged.

As no further advices were received from the Complainants, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1048.

J. S. MERZBACHER

vs.

PENNSYLVANIA RAILROAD COMPANY.

} In re monthly commutation rate.

Filed April 4, 1913.—Classed May 10, 1913.

The Complainant made application for issuance of a commutation rate at 49th Street Station to Tacony, via West Philadelphia, alleging that the combination of the regular rate of fare of ten cents per trip to West Philadelphia and \$6.45 monthly rate beyond to Tacony was prohibitive.

The Respondent advised the Commission that the 49th Street Station is located on the Central Division of the Philadelphia, Baltimore & Washington Railroad 3.3 miles from Broad Street Station, and that no commutation fares are in effect

between 49th Street Station and Broad Street Station, Philadelphia, as the Respondent does not sell commutation tickets between stations in the City of Philadelphia within the following radius:

On the Central Division 49th Street

On the Pennsylvania Railroad Division—52nd Street, 4.1 miles from Broad Street Station.

On the New York Division, North Philadelphia, 5.5 miles from Broad Street Station.

Commutation fares are available between Broad Street Station and Tacony. Commutation tickets are not sold on two divisions of Respondent's system of lines; that this same condition applies at other large junction points on various divisions.

The Commission directed that a copy of the communication of the Respondent be forwarded to him with the advice that since commutation tickets between the two points on the Respondent's line are not sold, this Commission has no jurisdiction to require the issuance of the same and directed that the case be closed.

COMPLAINT DOCKET NO. 972.

BELT-MONT BOARD OF TRADE	} Service and condition of cars on Beltshoover Division.
vs.	
PITTSBURGH RAILWAYS COMPANY.	

Filed November 15, 1912.—Closed May 27, 1913.

Complainant alleged that the service rendered by Respondent on its Beltshoover Division was inadequate in regard to the schedule of cars operated on that route, and further alleged that said cars were unsafe and insanitary.

The Respondent in answer, advised that its present schedule on the Beltshoover line provided—

10 minute service from 5:49 A. M. to 9:49 A. M.

20 minute service from 9:49 A. M. to 3:49 P. M.

10 minute service from 3:49 P. M. to 8:09 P. M.

20 minute service from 8:09 P. M. to 12:09 night.

It stated that a count of the passengers made during the hours of 20 minute service showed that the cars operated furnished seats for 504, and handled but 175 passengers on Climax and Gearing Avenues, west of Beltshoover Avenue, which clearly indicated that the travel in the Belt-Mont district is well accommodated.

As to the allegation that the cars operated on this road were unsafe and insanitary, the Respondent averred that its cars were of the same type as those operated to Knoxville, Mt. Oliver, Carrick, West Liberty, Beechview, Brookline, Dormont, Mt. Lebanon, et cetera, and were well equipped, receiving careful and regular attention and inspection, and were cleaned daily and fumigated regularly.

A copy of this answer was forwarded to the Complainant, but as no further prosecution of the matter was made, the Commission directed the case to be marked closed.

COMPLAINT DOCKET NO. 1010.

W. W. GULICK
 vs.
 PENNSYLVANIA RAILROAD COMPANY. } Demurrage charges.

Filed January 16, 1913.—Dismissed May 27, 1913.

The Complainant's principal reason for filing complaint was to have the Commission settle the question of the assessment of demurrage charges on cars offered for loading but on many occasions not used owing to the fact that rain storms, between the time cars are offered and before being loaded, temporarily injured the moulding sand with which the cars are to be loaded. As specific instances, Complainant made claims for the remission of demurrage charges on four cars, on which \$4.00 demurrage had been assessed and which had not been used owing to the condition of the commodity to be shipped.

The Respondent, in its answer, declined to waive demurrage charges in question asserting that they could not lawfully waive these charges without violating the filed tariff, and that the Complainant should recognize its obligation in the interest of car efficiency and make some physical provision for storing its sand under cover preparatory to loading its cars.

On the general subject, in accordance with the provisions of the National Demurrage Rules, to which Respondent is a subscriber, the Commission stated that it is of the opinion that cars left for loading and not used should be subject to demurrage only from the time at which the free time for loading of such cars would begin, namely, that cars left prior to noon of one day and not used shall be subject to demurrage after seven o'clock A. M., of the next day, and cars left in the afternoon for loading and not used shall not be subject to demurrage until noon of the next day.

In the specific instances cited by Complainant, the Commission recommended that on three cars the demurrage charges of \$1.00 each be refunded, while on the other car the claim for which is based on certain flood conditions, it does not appear to the Commission that the conditions were such as to absolutely prevent its loading in free time or to legitimately relieve it from demurrage charges, and this portion of the complaint was, therefore, dismissed.

COMPLAINT DOCKET NOS. 1003 AND 1027.

TOWN COUNCIL OF BIRDSBORO
 AND
 JOHN R. POTTER, ET AL.,
 vs.
 READING TRANSIT COMPANY. } Service on Birdshoro Branch.

Filed January 7, 1913, and January 6, 1913.—Closed May 27, 1913.

Petitions were filed by the above named Complainants, alleging that the cars operated between Reading and Birdshoro were insufficient to accommodate the traveling public; that the seating capacity of the cars is about thirty, whereas, in the mornings and evenings the load runs as high as seventy people to each car; also that the cars are unsafe and insanitary.

The Respondent, in answer, filed a detailed statement of the actual number of passengers carried from January 15th to January 21st, inclusive, showing the number of passengers boarding the cars between each fare zone, and also advised that an additional car would be put on, leaving Birdsboro at 5.40 o'clock P. M., which would satisfactorily remedy the situation.

A hearing was held by the Commission and an inspection made upon the ground and the following Opinion rendered:

OPINION.

It appears from the testimony submitted at the hearing on complaints of Town Council of Birdsboro, et al., vs. Reading Transit Company, that the cars of the Respondent operated on the Birdsboro line between 5.30 and 6.30 in the morning and between 6.00 and 7.00 in the evening, together with the last car leaving Reading at night, are the only cars which are regularly overcrowded. These cars, as shown by the conductors' reports to the company, carry at times about twice as many passengers as they have seating capacity to accommodate, making it not only very uncomfortable to those who are compelled to take these cars, but also dangerous, so it is alleged, on account of the swaying and the bobbing of the short cars used in going over the numerous short curves on the road.

This situation so far as the overcrowded condition of the cars is concerned could be easily relieved by putting on an additional car on the road to make the run with the regular car scheduled at those hours, and thus furnish adequate accommodations for the traffic according to Respondent's reports showing the number of passengers carried on those trips. The further fact cited at the hearing that occasionally some other car during the day has been overcrowded on this line is a circumstance that cannot be forestalled and is liable to occur at more or less irregular intervals on all roads of street railway transportation.

Complainants also testified that the cars on this line are short single-truck cars of an antiquated type wholly inadequate for the service and in some instances so dilapidated that they should be condemned as being unfit to carry people. Furthermore it was alleged that the floors of the cars were as a rule unsightly and filthy, the heating and ventilating so defective and the general atmosphere of the cars so insanitary that they become a source of danger to the health of the occupants. The manager of the Respondent Company on the other hand averred that the cars are swept out and cleaned every night before they are put in service the following day, and always washed out regularly and carefully, the same as the cars on the other lines of their system.

The 12.40 car at noon which the Commission took to Reading with a view of inspecting the condition of the road and its equipment was a single-truck car, the only kind used on this road, with longitudinal seats extending along the sides and furnishing seating accommodations for about thirty persons. The car while not attractive in its general outside appearance was in a condition to suggest or offer the comforts one ordinarily finds on a street car anywhere; the floor and seats and windows were scrupulously clean and the seating capacity ample to accommodate the regular traffic and the ten or more additional passengers that made up the Commission and the party of citizens accompanying it.

The run of eleven and a fraction miles to Reading was made in the usual time of about fifty minutes, and while the road has a number of sharp curves and a few steep grades, the ride upon the whole was as comfortable as one would expect to find on a suburban street railway line and brought to notice at no time any specially objectionable feature to one's sense of comfort and safety. There were noticeable, however, at a few points on the road a slight swaying and even a little teetering of the car, but not any more so than will be felt occasionally on suburban roads where the heavy double-truck cars are in use.

The request of the Complainant that large double-truck cars be installed on this line has been given careful consideration. It was stated by Respondent at the hearing, and no one controverted the fact, that the line to Birdsboro was constructed before the right of eminent domain was granted to trolley companies and, by reason of the difficulty to obtain the right-of-way from property holders, it became necessary in building the road to follow a circuitous route and construct quite a number of short curves. As the road was originally built to operate the small single-truck car it would now be impracticable, as was determined by actual trial, to use the large cars on account of the construction of the sharp forty-degree curves on it and, therefore, only by first rebuilding these curves or straightening the route could the large type of car be used.

Inasmuch as the company now enjoys the right of eminent domain it would not be in keeping with sound business methods to require Respondent to make the experiment of rebuilding the curves in question in order that the large cars might be operated on the road at an early date, and then a little later with a view of getting rid of the numerous short curves and steep grades which now prove so serious an impediment to the general character of the service expect the company to exercise its right of eminent domain and incur the additional expense of straightening the road and improving the general condition of its roadbed. The relief obtained should not be in the nature of a temporary but a permanent improvement.

Moreover Respondent volunteered the information in its testimony that surveys have been made with a view of correcting the alignment of the roadbed, and that plans are now being considered to take out the curves at as early a date as the changes and improvements under way will warrant the company to proceed with it. When that is done the large double-truck cars will be put in service on this road and the objections preferred by Complainants against the small cars now in use will be removed.

In view of this averment made by Respondent, the Commission is of the opinion that it should be given a reasonable length of time to make the changes indicated, and if it should appear at the expiration of year from the time of the hearing that such progress has not been made in the improvements proposed as to indicate their early completion, the to be necessary in order to expedite this work.

And for the purpose of relieving the situation in other respects immediately, the Commission now

RECOMMENDS

1st That an additional car or two cars, if the traffic demands it, be placed in operation on the road at once during the hours above indicated, morning and evening, to correct the overcrowding complained of; this includes the last trip from Reading to Birdsboro at night.

2nd. That Respondent see to it that the Manager or Superintendent of the road exercise special care that his orders to have cars regularly cleaned and washed out be duly carried into effect.

3rd. That Respondent permit not any of its cars that have become weak or dilapidated in their construction, and therefore dangerous, to be placed on the road for the purpose of hauling passengers.

4th. That all cars offered by Respondent for passenger service be neat attractive in appearance so that the immediate community, which regularly patronizes the road, will not feel humiliated nor a sense of degradation in riding on them.

COMPLAINT DOCKET NO. 1063.

H. M. STEVENS
vs.
PHILADELPHIA RAPID TRANSIT
COMPANY.

} Alleged improper equipment and
overcrowding of cars.

Filed May 5, 1913.—Closed May 24, 1913.

Complaint was made regarding the service in general as rendered by the Respondent Company.

The Respondent, upon receipt of a copy of the complaint endeavored by the services of one of their inspectors to have an interview with the Complainant, but reported that they were unable to locate him at the address he had given in the complaint.

The Commission directed that the complaint be dismissed because of the inability to reach the Complainant and the lack of definite information in the complaint itself to enable the Respondent to make sufficient reply thereto.

COMPLAINT DOCKET NO. 1068.

<p>A. J. CLOUGH vs. PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Request for flag stop at Star Brick, one mile west of Warren.</p>
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Filed May 22, 1913.—Closed May 27, 1913.

Complaint was made because of the refusal of the Respondent to stop their local trains on flag at Star Brick, one mile east of Warren.

The Commission advised the Complainant that it was not justified in taking up the matter with the Respondent unless the Complainant was prepared to show a sufficient demand to warrant the establishment of the stop in question.

As nothing further was heard from the Complainant, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 981.

<p>L. H. CONRAD, ET AL. vs. LEHIGH VALLEY RAILROAD COMPANY.</p>	}	<p>Inadequate train service during winter months between Wilkes- Barre and White Haven.</p>
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Filed December 4, 1912.—Closed May 27, 1913.

This was a petition signed by forty-seven residents along the line of the Respondent Company between White Haven and vicinity and Wilkes-Barre, praying that the Respondent's trains, Nos. 83 and 84, which at that time ran only during the summer months, be run during the entire year, alleging the inconvenience when the trains in question were taken off.

In answer, the Respondent averred that its train service between the points in question was adequate; that in addition the Central Railroad Company of New Jersey, whose lines paralleled the Respondent's the entire distance between White Haven and Wilkes-Barre, operating three (3) local trains in each direction per day, and that as a whole the people in the vicinity of White Haven are very well taken care of in the way of train service to Wilkes-Barre. It also averred that in addition to the service above mentioned there was trolley service from two of the points mentioned, Sugar Notch and Warrior's Run, to Wilkes-Barre.

In commenting upon the answer of the Respondent the Complainant suggested that if the operation of the trains in question was not profitable they would not insist upon their restoration but suggested the stopping of certain other trains at Fairview, an intermediate point between White Haven and Wilkes-Barre.

The Respondent advised that it would be impracticable to stop the train suggested, as they were heavy through trains and that Fairview was not a station but simply a junction point.

The Complainant denied the averment that Fairview was not a station, and cited numerous merchants and others who received freight at that station, and that during the summer months tickets were sold at that point.

The Respondent subsequently advised the Commission that it had installed trains number 83 and 84 for the summer season, and the Commission notified the Complainant that in view of this fact it was of the opinion that the service would be adequate for the present, and that if at the termination of the summer season the necessity seemed to exist for further service, the matter would be considered by the Commission.

No further advices were received from the Complainant, and the case was marked closed.

COMPLAINT DOCKET NO. 956.

H. C. CASSELL, ET AL.	}	Petition for night street car service between Harrisburg and Hum- melstown.
vs.		
CENTRAL PENNSYLVANIA TRACTION COMPANY.		

Filed October 23, 1912.—Dismissed May 27, 1913.

Several hundred patrons of the Respondent petitioned for the installation of night service between Harrisburg and Hummelstown, alleging that such service would be of great convenience to the trainmen of the Philadelphia & Reading Railway Company, living in Harrisburg and vicinity, whose runs terminated at Rutherford Yards, some six miles distant from Harrisburg. Their petition also included a prayer for a five cent fare to the Rutherford Yards from Harrisburg.

In answer, the Respondent averred that to comply with the request of the Complainant would necessitate the installation of two additional cars between midnight and five o'clock and the operation of an additional engine at its plant for the generation of power, and that the additional traffic afforded would not be commensurate with the expense attendant upon such installation. It also averred the Philadelphia & Reading Railway Company operated trains between Rutherford Yards and Harrisburg to accommodate its employees between the hours in question.

In commenting upon the answer of the Respondent, the Complainant insisted upon the necessity for the service prayed for.

A hearing was held upon the complaint, at which testimony was taken and is a part of the record in the case.

The Commission requested the Philadelphia & Reading Railway Company to advise it as to the number of men that would likely be accommodated by the requested night service, and that Company submitted a statement giving the number of men who would likely avail themselves of the service, if installed, a copy of which statement was sent to the Complainant.

After a full consideration of the testimony and the other facts before the Commission the following opinion was rendered:

OPINION.

After a very careful consideration of this complaint and the gathering of all the information possible upon this subject, the situation appears to be as follows:

That there are one hundred eleven residents of the city of Harrisburg engaged in the freight service of the Philadelphia & Reading Railway Company to and from the Rutherford Yards of that Company during the hours between 12.00 o'clock midnight and 5.00 A. M.; there is already provided a car of the Traction Company leaving Harrisburg at 12.00 midnight and two trains of the Philadelphia & Reading Railway Company leaving Harrisburg at 12.05 and 2.30 A. M., respectively. Whatever additional accommodation would be provided for the transportation of these men, it is very evident that a number of them would continue to use the said car and trains as they are now doing, which would leave a number somewhat less, at least, than the said one hundred eleven to be provided for by said additional transportation facilities.

To grant the Complainants what they desire—a car every hour between 12.00 o'clock midnight and 5.00 A. M., from Harrisburg to Rutherford and return, would necessitate the making of at least four additional round trips between said points, and the number of persons shown by the figures aforesaid, who could make use of the cars at these hours would furnish about fourteen persons per car and receipts of seventy cents a trip, even allowing for the transportation of the entire number of Harrisburg men employed as aforesaid.

If it is said there would probably be some additional patronage for these cars, it can be replied that in all probability any such additional patronage would not make up for the loss from the number aforesaid by reason of the said employees using the facilities already in existence, so that it appears at the outside the most that could be expected from the installation of the service desired would be the return to the Respondent Company of about seventy cents per car trip—the total for the entire service of about five dollars and fifty cents (\$5.50). It seems evident that this would be so much less than what the expense of conducting that transportation would amount to it would be unreasonable to ask the Company to install it.

The complaint is, therefore, dismissed.

COMPLAINT DOCKET NO. 886.

P. H. GLATFELTER COMPANY

vs.

PENNSYLVANIA RAILROAD
COMPANY.

} Rate on Paper, Spring Grove to
Pittsburgh.

Filed June 19, 1912.—Closed May 27, 1913.

Complaint alleged that the rate charged by Respondent for the transportation of paper from Spring Grove to Pittsburgh was discriminatory as compared with the rates in effect from Lock Haven, Tyrone and Williamsburg to Pittsburgh.

The Respondent in answer averred that the difference in the distances between the points in question justified the difference in the rates complained of, and submitted the following table, showing rates enjoyed by Complainant and its competitors:

COMMODITY RATES PER 100 LBS. ON NEWS PRINT PAPER, CARLOADS.

From	Spring Grove.	Lock Haven.	Tyrone.	Williamsburg.	Luke, Maryland.
To					
Pittsburgh,	12	10	10	10	10
East St. Louis,	20	18½	18½	18½	20
Chicago,	18	17	17	17	17
Indianapolis,	15	15	15	15	15
Cincinnati,	13	13	13	13	13
Buffalo,	12	12	12	12	12
Baltimore,	7	10	10	10	10
Philadelphia,	10	11	11	11	11
New York,	12	13	13	13	13
Boston,	15	15	17	17	17

The Commission, after due consideration concluded that there should be a commodity rate on paper from Spring Grove to Pittsburgh no higher than the commodity rate from Tyrone and Williamsburg to Philadelphia, thus permitting the Complainant to get into the Pittsburgh territory of the manufacturers of Tyrone and Williamsburg, on the same basis as the latter were permitted to get into Philadelphia, and recommended therefore that the Respondent reduce the rate in question to not more than eleven cents per hundred pounds. Upon receipt of advice from Respondent that the recommendation of the Commission had been complied with, the case was marked closed.

COMPLAINT DOCKET NO. 760.

RESIDENTS OF COATESVILLE
vs.
WEST CHESTER STREET RAILWAY. } Inadequate service.

Filed June 6, 1912.—Closde May 27, 1913.

Residents of the Borough of Coatesville complained that the schedule of the Respondent providing hourly service was insufficient, and petitioned the Commission to recommend a schedule which would give more frequent service between Downingtown and Coatesville, alleging that the volume of traffic between the points in question warranted better facilities than those now afforded the patrons of this road. The petitioners also prayed for better service within the Borough of Coatesville, alleging that a great number of persons were required to use infrequent interurban service, whereas the volume of traffic warranted the operation of more cars within the limits of the Borough.

In its answer, the Respondent averred that it had a daily schedule of cars operating hourly between West Chester and Coatesville (passing through Downingtown) from five-thirty o'clock A. M. to eleven o'clock P. M.; that on Saturdays and Sundays it operated a car each half hour between Coatesville and West Chester after one o'clock P. M., and between Downingtown and Coatesville a car each half hour after twelve o'clock noon on Saturdays. The Respondent filed with the Commission a compilation of the reports of the conductors showing the number of passengers carried on each car, and averred that the traffic demanded no greater frequency of service than is now maintained.

The allegation as to the carrying of freight immediately inside the front door of Respondent's car to the great inconvenience of the passengers was denied by the Respondent, it averring that the small quantities of freight that it carried for the accommodation of its patrons was invariably placed upon the front platform of the car and that no freight was carried that would in any way interfere with the performance of the duties of the motorman.

Commenting upon the answer filed, the Complainant denied the material averments of the Respondent.

A hearing was held upon the complaint in the rooms of the Commission at Harrisburg and testimony taken, which is a part of the record in the case.

Oral arguments by Counsel for the parties was heard by the Commission June 6, 1913.

After fully considering the testimony and other facts before it the Commission rendered the following opinion:

OPINION.

On the argument of this complaint, the only points insisted upon at all were the provision of additional cars between Coatesville and West Chester on special occasions, such as the convening of Criminal Court at West Chester when the travel between these points is said to be unusual, and the running of a local car back and forth through the Borough of Coatesville.

The Respondent Company has always manifested a disposition and expressed a willingness to provide additional cars for the service to and from West Chester on these special occasions upon timely notice of their necessity, and such has been its practice in the past. The failure of this special service on occasions has resulted either from lack of prior notice to the Railway Company or failure on the part of the patrons of the line to avail themselves of these special accommodations and resort to the ordinary and regular cars for their transportation instead. It thus appears that any failure in this service to meet the wants of the community results, not from the fault of the Railway

Company but from the conduct of the intending patrons. This Commission feels assured that all reasonable accommodations for transportation on these special occasions will be furnished by the Railway Company if the patrons will only advise it of the necessity for the extra cars and avail themselves of their use when provided.

A very careful consideration of the representations made, as to the necessity for local service in Cortesville, fails to lead the Commission to the conclusion that any sufficient demand for that service exists to warrant the Commission making the recommendation for its installation. Moreover, the rights which the Railway Company enjoys in that municipality are so restricted that it seems impossible for that service to be rendered without some enlargement of these rights.

The Commission therefore feels that it would not be warranted in making a recommendation for the service requested, and the complaint is dismissed.

A copy of the opinion of the Commission was forwarded to the parties. The Complainant took exception to the ruling of the Commission and stated that the patrons of the Respondent were entitled to better accommodation than they were receiving, and enumerated, as an instance, the Quarter Sessions week, when great numbers of persons traveled over the Respondent's line and were not afforded ample accommodation.

The Respondent, in a letter addressed to the Commission, advised that it had arranged with the Chief of Police of Cortesville to report the extent of the travel during the Quarter Session week.

A copy of this letter was sent to the Complainant who, in answer, advised that the Chief of Police in a conversation denied the statement of the Respondent.

Under the date of May 27, 1913, the Commission directed the case to be marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 977.

McKEESPORT	CHAMBER OF COM-	} Inadequate service between Duquesne and McKeesport.
	MERCE	
	vs.	
PITTSBURGH	RAILWAYS COMPANY.	

Filed November 26, 1912.—Closed May 28, 1913.

The Complainant averred that a street railway which extends from the center of the City of McKeesport, down the Monongahela River to Riverton Street and across the Riverton Bridge into the Borough of Duquesne, extends through the Borough of Duquesne connecting with the line of the Respondent Company and extending into the City of Pittsburgh. This road extending through McKeesport and the Borough of Duquesne, is owned by the West Penn Traction Company, and the cars are operated by the Respondent.

McKeesport has a population of about 44,000, and Duquesne has a population of from 15,000 to 16,000. Many people living in Duquesne work in McKeesport; also people living in McKeesport work in Duquesne. The two municipalities are so close to each other and their interests are so interwoven that the street railway facilities should be the best obtainable.

At present there is only a car running each way every fifteen minutes, which does not meet the requirements by any means.

The merchants in McKeesport and others had taken the matter up with the two companies, but never succeeded in getting any arrangement for any better service.

The Respondent, in answer, advised that, as lessee of the Monongahela Street Railway Company, it operates cars over the route of the latter company from Pittsburgh through Homestead to Duquesne, and the operation of this line of cars is continued from Duquesne to McKeesport under an agreement entered into

in 1899 between the Monongahela Street Railway Company and the McKeesport, Wilmerding and Duquesne Street Railway Company, which latter company is one of the underlying companies of the West Penn Railways Company.

The schedule for operation provides for through cars from McKeesport to Pittsburgh every fifteen minutes throughout the entire day, with an all-night car once an hour, and with "trippers" making three round trips between Duquesne and McKeesport in the morning; four round trips between Duquesne and McKeesport in the evening, and eight round trips between Duquesne and McKeesport on Saturday evenings.

The Respondent further averred that a considerable portion of the line in the City of McKeesport is single track, without turnouts, and it is impracticable to schedule the trippers between Duquesne and McKeesport at regular intervals between the regular cars on account of the varying distances between points where the cars can pass, with the result that during the rush hours, mornings and evenings, the cars not being spaced at a uniform distance or uniform time intervals apart, some of the cars are overcrowded, and others are not hauling a full load. The total amount of traffic on the line divided into the number of cars operated does not show any insufficiency in service.

Respondent advised that it had under consideration an arrangement with the West Penn Railways Company and the city of McKeesport for some changes in the track connections in McKeesport which would facilitate the operation of the cars through that city, and permit the improvement of the service rendered throughout the entire line from Pittsburgh to McKeesport. Such a provision is necessary on account of the extent of single track on the route of the West Penn Railways Company in McKeesport.

The Respondent averred that it has furnished sufficient service for the regular travel on this line; and if it had any source of information beforehand of additional service required at any particular times occasioned by pay-days or meetings or attractions drawing the people from one community to another, it would make every effort to provide the additional service necessary and that this service develops without notice to the company and from conditions that the company has no means of being informed of, and these unusual peaks and changes in the direction of the traffic have received much consideration from the Operating Department which has endeavored, as far as possible, to provide for the same as the necessities arose.

A copy of the answer was sent to the Complainant, but as it failed to comment on the same, the case was closed for lack of prosecution.

COMPLAINT DOCKET NO. 978.

WOMEN'S CLUB OF ASPINWALL	}	Unsanitary condition of cars.
vs.		
ALLEGHENY VALLEY STREET RAILWAY COMPANY.		

Filed November 26, 1912.—Closed May 28, 1913.

The Complainant alleged that the cars of Respondent are unsanitary and improperly heated.

The Respondent in answer averred that the cars were regularly cleaned and inspected and that every effort is made, under the conditions in the district through which the cars are operated to heat the cars and keep them in a sanitary condition.

A copy of the answer was sent to the Complainants, with request to be advised whether a hearing was desired, and as no response was received the case closed for lack of prosecution.

COMPLAINT DOCKET NO. 1031.

J. A. KIFER, ET AL.,
vs.
PENNSYLVANIA RAILROAD COMPANY. } Regulation governing the loading of
milk.

Filed February 13, 1913.—Closed May 28, 1913.

The Complainants, shippers of milk, alleged that they had no train service at Harrison City by which to ship their milk and that they were compelled to haul the same to Manor, and the local agent of the Respondent at that place advised them that, even after transportation tickets had been attached, unless they load the same themselves, it will not be forwarded to destination.

The Respondent, in answer, denies that any discrimination was made against the shippers of milk at Harrison City in view of the fact that under regulations it was necessary for all shippers, in less than carload lots, to assist in the loading of milk, and as the distance from Harrison City to Manor is but 2.1 miles, it was not a hardship, nor was it unreasonable for them to take their milk there on Sundays, as it would not be practicable or profitable to run a train on that branch on Sunday.

A copy of this answer was sent to Complainants, requesting them to advise at what point or points along the main line the rule regarding the regulation for the loading of milk is not enforced, in view of the fact that the Respondent denies that such is the case.

As the Complainant failed to further prosecute his case, the same was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1043.

C. A. WHIPPLE
vs.
LEHIGH & NEW ENGLAND RAILROAD
COMPANY. } Rate on soap from Ashland to Sum-
mit Hill.

Filed February 24, 1913.—Closed May 28, 1913.

The Complainant alleged he was charged an exorbitant rate on a box of soap shipped from Ashland to Summit Hill.

The Respondent, in answer, advised that shipment was received by them on a local transfer from the Central Railroad of New Jersey at Hauto, evidently having been misrouted by the originating carrier in forwarding the shipment via the Central Railroad of New Jersey, instead of in direct connection with Respondent's line through Lizard Creek Junction, by which latter route a minimum charge would have been applied.

A copy of this answer was sent to the Respondent with the advice that the Commission cannot proceed further, as from the meagre information contained in the correspondence on file, it cannot tell whether the cause of the misrouting was the fault of the initial carrier or the shipper.

As Complainant failed to furnish any further information on the subject, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 929.

<p>R. A. HAGAN vs. PITTSBURGH RAILWAYS COMPANY.</p>	}	<p>Alleged discriminatory fares, occasioned by refusal to issue transfers.</p>
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Filed September 4, 1912.—Closed May 28, 1913.

The complaint sets out that the Respondent operates a street car line from Glassport, Allegheny County, through McKeesport and East McKeesport to Wilmerding, a distance of about nine miles; that said route is divided into two divisions, one extending from Glassport to the bridge crossing the Youghiogheny River, in the city of McKeesport, a distance of about three miles, and the other extending from the said bridge to Wilmerding, a distance of about six miles; that the Respondent also operates an Electric Street Railway Line from Wilmerding via the Borough of Turtle Creek and East Pittsburgh to Pittsburgh; that the distance from the point in Wilmerding where said line starts to the center of the Borough of Turtle Creek is about one mile, and to the center line of the Borough of East Pittsburgh is about 1.6 miles; that the distance from the center line of the Borough of East McKeesport to the point in the Borough of Wilmerding where the second division ends is about one mile; that the Respondent Company charges a five cent fare on each of these divisions, with no transfers from the division passing through East McKeesport and ending in Wilmerding to the division beginning in Wilmerding and passing through the Boroughs of Turtle Creek and East Pittsburgh, whether the passengers are hauled the full length of either division or are carried but a short distance beyond the termini of said division, thereby discriminating in the rates to passengers from East McKeesport to the Boroughs of Turtle Creek and East Pittsburgh, as compared with passengers hauled over other divisions; and that the said Respondent operates other lines in and about the city of Pittsburgh, where it carries passengers a much greater distance for a single fare of five cents, and in addition issues transfers from one division to another for one fare.

The Respondent, in its answer, admitted that it operates the line from Glassport to Wilmerding, but denied that said route is divided into two divisions. The fare for a through ride is ten cents, the first fare from Glassport of five cents carrying the passengers across the Youghiogheny River and through McKeesport for a distance of five miles, and the second fare of five cents carrying the passengers to East McKeesport and Wilmerding, a total distance of nine miles. Report of its traffic department show that the average length of ride of passengers between Glassport and McKeesport is 2.66 miles and between McKeesport and Wilmerding is 3.5 miles; and that Wilmerding was for many years the terminus of the street railway from McKeesport, and was not connected in any physical manner with the street railway operating through Turtle Creek and East Pittsburgh. Wilmerding always has been the terminus of fares in both directions, and from its topography and growth is logically and naturally so.

The Company further contended that the road now operated through McKeesport was built through a sparsely settled territory, a condition that still exists, that another electric railway running through nearly the same territory was a failure through lack of patronage and was abandoned in 1900, that another railway reaching out into the same district has always been operated at a loss, and that the travel on the present line from McKeesport through East McKeesport to Wilmerding is not sufficient to pay the operating expenses and interest charges.

The Respondent's answer was forwarded to the Complainant for comment, but the Complainant failed to respond thereto or in any other manner prosecute further his complaint, whereupon the case was ordered closed for lack of prosecution.

COMPLAINT DOCKET NO. 933.

H. O. HOFFMAN
vs.
LATROBE STREET RAILWAY COM-
PANY.

} Overcrowded condition of cars
leaving Latrobe for Ligonier at
10 o'clock P. M., Saturday.

Filed September 17, 1912.—Closed May 31, 1913.

Complainant alleged overcrowded condition of cars leaving Latrobe for Ligonier on Saturday evenings and that at such times passengers were carried on the front platforms in violation of the order of the Commission. The Respondent, in answer, contended that it used every effort to provide sufficient cars to accommodate the traffic, but the Saturday evening rush was difficult to estimate. It averred, however, that explicit instructions had been issued prohibiting the carriage of passengers on front platforms.

The Commission concluded that Respondent's answer satisfactorily covered the cause of complaint and directed, therefore, that the case be marked closed.

COMPLAINT DOCKET NO. 844.

CHARLES DOUGHERTY
vs.
WEST PENN RAILWAYS COMPANY.

} Excessive steep grade on the Bryn
Mawr Branch.

Filed April 1, 1912.—Closed June 5, 1913.

The complaint of Charles Dougherty, of McKeesport, alleging dangerous grades, curves and trestles on the Bryn Mawr Branch of the West Penn Railways, was investigated by representatives of the Commission on May 22, 1913. They found that the Branch in question was 3.1 miles in length, with a twenty minute schedule each way, and, although it was not necessary to maintain an excessive speed to conform to this schedule, the trestles, curves and grades were so located that the utmost care should be exercised to avert accidents of a serious character.

It was recommended that the hand and automatic brakes with which the cars were equipped, should always be in good condition, and that the conductors and motormen be impressed with the responsibility of their respective positions in transporting the passengers consigned to their care. It was further recommended that the cars be brought to a full stop at certain points while approaching the curves, and also should move cautiously in approaching the trestles.

The Respondent advised the Commission that the foregoing recommendations would be complied with promptly and in every particular.

COMPLAINT DOCKET NO. 909.

CENTRAL TRADES & LABOR COUNCIL
 vs.
 DUBOIS TRACTION COMPANY.
 UNITED TRACTION COMPANY.

Excessive rate of fare, DuBois
 to Eriton. Lack of shelter facili-
 ties at intersection of Respond-
 ent's lines.

Filed August 14, 1912.—Dismissed June 6, 1913.

Complainant represented miners living in the Borough of DuBois and employed in Eriton, a mining town located three miles from DuBois on the line of the United Traction Street Railway Company. It was alleged that the fare charged from DuBois to Eriton was excessive, and that the cars were overcrowded on the morning and evening trips.

The Commission made an inspection of the situation, and held a hearing in DuBois, at which time representatives of all parties in interest were present and offered testimony.

After careful consideration the Commission rendered the following Opinion:

OPINION.

In the testimony offered at the hearing of the complaint of the Central Trades and Labor Council vs. DuBois Traction Company and United Traction Company, it is shown that the trolley road from DuBois to a place known as the Buffalo and Susquehanna Crossing is owned by the DuBois Traction Company, and the continuation of the road from said Buffalo and Susquehanna Crossing to Eriton is owned by the United Traction Company. Both of these companies are controlled by the same officials and are subsidiary companies of the DuBois Electric and Traction Company. It is also shown that the DuBois Traction Company operates cars over its own tracks from DuBois to the Buffalo and Susquehanna Crossing, and that the United Traction Company operates its own cars all the way from DuBois to Eriton over the roads owned by both companies, having trackage rights over the line of the DuBois Traction Company from DuBois to the Buffalo and Susquehanna Crossing.

There is but one fare zone on each of these roads and the regular fare for each zone one way, going or returning, is five cents; but by buying a book containing fifty fares for one dollar and fifty cents, the passenger can ride from DuBois to the Buffalo and Susquehanna Crossing or in the opposite direction on the cars of the DuBois Traction Company for three cents a trip; and by purchasing a book containing thirteen fares for two dollars, he can ride on the cars operated by the United Traction Company between DuBois and Eriton for a trifle over seven and a half cents each way. Complainants, however, are asking for a special rate, that is only one-half the regular five cent fare on each zone between these respective stations. They wish to ride from DuBois to the Buffalo and Susquehanna Crossing and return for five cents, or for a fare of two and a half cents each way, and from DuBois to Eriton and return for ten cents, or a fare of five cents each way.

The United Traction Company must pay the DuBois Traction Company for trackage rights between DuBois and the Buffalo and Susquehanna Crossing, fifty per cent. (50%) of the cash fare or fifty per cent (50%) of the cash valuation of any ticket collected from each passenger carried between those points, and, therefore, to make a rate as low as the Complainants desire, would compel the United Traction Company to haul its passengers between DuBois and the said Crossing for one cent and a quarter per head, a rate so extremely low that it would prove ruinous to any road should it be required to operate its cars upon such a meagre revenue.

The request for this special reduction in rates was taken up directly with Respondent by Complainants sometime ago and refused on the ground that the earnings of the road, or roads, would not permit the management to meet such a demand. As the difference between the fare asked for by the Complainants and the fare now charged when a book is purchased is almost a negligible sum, amounting to one-half cent more each way between DuBois and the Buffalo and Susquehanna Crossing on the cars operated by the DuBois Traction Company, and

a trifle over one and one-fourth cents more for each of the two zones between DuBois and Eriton on the cars of the United Traction Company, the Commission, in view of the inadequate earnings of the Respondent, to meet any further reduction in the rates of fare, and the fact not controverted that the DuBois Traction Company has never been able to declare any dividend and the United Traction Company but one dividend of five per cent. (5%) in the past seven years, does not feel warranted to disturb the rates of fare now established on the respective lines of Respondent. Furthermore, the length of the fare zones on these roads and the fare charged upon each zone compare quite favorably with such divisions, rates and rate regulations in suburban traffic as found elsewhere throughout the State.

The crowded condition of the cars carrying the men to and from their work in the morning and evening preferred by Complainants was not admitted by Respondent. The daily reports of the conductors on these cars, showing the number of passengers carried on a car on each trip, which have been furnished to the Commission do not indicate that the number carried in excess of the seating capacity of the cars would warrant the installation of additional car service at those particular periods of the day, more especially as it is only a comparatively short run from any given point on these lines to the mines, where the greater number of the men riding on the extra cars are employed. The case must, therefore, be dismissed without recommendation.

COMPLAINT DOCKET NO. 975.

C. H. PALMER	}	In re rate on coal from Moosic to Stroudsburg.
vs.		
WILKES-BARRE AND EASTERN RAIL-		
ROAD COMPANY.		

Filed November 19, 1912.—Closed June 17, 1913.

The Complainant alleged that the rate on coal charged by the Respondent Company between Moosic and Stroudsburg was excessive.

The Respondent, in its answer, evaded the direct issue, but quoted rates to other points which they stated, by comparison with the rate from Moosic to Stroudsburg, would prove that the latter was not excessive, but these other rates were for inter-state shipment, and could not be considered.

The Respondent was requested to advise definitely on the point at issue, which it failed to do promptly. Subsequently however, it filed a copy of a tariff showing the current rates on anthracite coal between the points involved, but as the Complainant had retired from the coal business since the inception of the complaint, the case was closed for lack of prosecution.

COMPLAINT DOCKET NO. 1004.

LANGHORNE BOARD OF TRADE	}	Unsatisfactory schedule between Langhorne and Langhorne Station for connection with Philadelphia and Reading Railway trains.
vs.		
BUCKS COUNTY ELECTRIC RAILWAY		
COMPANY.		

Filed January 9, 1913.—Closed June 17, 1913.

Complainants averred that an unsatisfactory schedule is maintained between Langhorne and Langhorne Station by the Respondent Company for connection with the Philadelphia & Reading Railway trains to Philadelphia.

The Respondent Company, in answer, advised the Commission that owing to two or three changes made by the Philadelphia & Reading Railway Company it was impossible for it to meet all of the trains in accordance with the hourly schedule which it maintained, due to the fact that the line which it operates is a single track line, and that other cars might be held up on a siding.

The Commission made the suggestion to the Respondent Company that in view of the fact that the car due at Langhorne at 11:20 P. M. was the last operated during the day it might be well for it to hold same until the arrival of the Philadelphia & Reading train—six minutes later.

The Respondent advised that with the approach of warmer weather and in deference to the people of Langhorne, there would be reinstalled a southbound car leaving Langhorne at 9:05 P. M. returning at 10:15 P. M.

A copy of this answer was sent to Complainants and nothing further being heard from it, the Commission assumed that the complaint was satisfactorily adjusted and the case was marked closed.

COMPLAINT DOCKET NO. 1028.

BEAVER COUNTY STREET CAR
SERVICE COMMISSION

vs.

BEAVER VALLEY TRACTION
COMPANY.

} Inadequate service and equipment.

Filed February 10, 1913.—Closed June 17, 1913.

On May 22nd, 1913, representatives of the Commission investigated the equipment of and the service furnished by the Beaver Valley Traction Company, as involved in the complaint filed by the Beaver County Street Car Service Commission.

The principal feature of the complaint was against the type and condition of cars numbered 101 to 110 inclusive, operated between Beaver and Leetsdale. It was recommended that these cars be replaced by new cars of the No. 123 type, and that cars numbered 117 to 122, inclusive, be overhauled, so that they would meet the reasonable demands of the traveling public. It was further recommended that the interior of the cars be swept and dusted daily, and that a shelter station should be provided between Baden and Economy, at a point to be agreed upon by the Complainants and Respondent, and that a similar structure should be provided at Vanport,—the location of the same to be determined in like manner. The foregoing recommendations were submitted to the Respondent and it signified its willingness to comply with them without any unnecessary delay.

The Commission's representatives reported that the Respondent should not reasonably be expected to maintain a regular schedule so long as its cars are delayed at the New York Street Railway crossing in Rochester, nor should it be held accountable for the inconvenience occasioned by the inadequate drainage system at many places along the route, which is frequently responsible for the damage to the car equipment. No substantial reasons were found for recommending better service between Rochester and Freedom, and between Beaver and Vanport.

This case thus being satisfactorily adjusted, was marked closed.

COMPLAINT DOCKET NO. 1047.

MRS. GRACE ZUCH
vs.
ADAMS EXPRESS COMPANY.

} Alleged inadequate delivery service.

Filed April 4, 1913.—Closed June 17, 1913.

Complainant averred that Respondent Company failed to make proper delivery to her house of baskets containing bread and laundry, whereas it makes direct delivery to other houses in the same neighborhood.

The respondent advised the Commission that owing to the impassable condition of the roads between the main road and the residence of the Complainant, it was impossible to make delivery as required at that time, but that the roads were now in better condition and delivery and pick-up service was being accorded the complainant.

Copy of this answer was sent to Complainant, and as no further comments were received the case was marked closed

COMPLAINT DOCKET NO. 1051.

G. F. YOUNG
vs.
PHILADELPHIA RAPID TRANSIT
COMPANY.

} Alleged insanitary cars operated between Darby and Media.

Filed April 8, 1913.—Closed June 17, 1913.

The Complainant alleged that the cars operated by the Respondent between Darby and Media were insanitary and the Respondent, in its answer, advised the Commission that the cars complained of, being closed cars, had been taken out of service and were being overhauled, repaired and cleaned. The complaint having been adjusted to the satisfaction of the Complainant, the case was marked closed.

COMPLAINT DOCKET NO. 1059.

S. K. RANK
vs.
CHERRY TREE AND DIXONVILLE
RAILROAD COMPANY.

} Alleged inadequate passenger station facilities.

Filed April 30, 1913.—Closed June 17, 1913.

The Complaint alleged that the station facilities at Clymer were inadequate, and that the large and increasing passenger traffic at that point demanded improved conditions.

After the receipt of a copy of the complaint the Respondent advised that as the result of investigations of conditions at Clymer detailed plans to improve facilities were being prepared, and work will be prosecuted with promptness.

The Commission, assuming that the completion of these improvements will satisfactorily cover the cause of the complaint, directed that it be marked closed.

COMPLAINT DOCKET NO. 1060.

P. A. HERMAN
vs.
PENNSYLVANIA RAILROAD COMPANY. } Alleged excessive rate on coppered wire.

Filed May 1, 1913.—Closed June 17, 1913.

The Complainant alleged that on three different shipments of the same kind of wire different rates were charged.

The Respondent stated that the different rates were due to the fact that the shipments had been improperly billed by shippers and were rated according to billing directions, with the exception of the last shipment, on which an unauthorized rate had been assessed and that a refund would be made upon presentation of the paid freight bill. The Commission approved the course suggested and the case was marked closed.

COMPLAINT DOCKET NO 1065.

I. S. VAN LOAN COMPANY
vs.
PHILADELPHIA AND READING RAIL- } Alleged improper classification of second-hand railway motors.
WAY COMPANY.

Filed May 8, 1913.—Closed June 17, 1913.

The Complainant submitted a bill of lading covering a consignment of railway motors between Newtown and Reading, the charges on which, it asserted, were excessive as the classification of this shipment was too high, alleging that it should have been billed as second-hand or used material, whereas it was classified and took the rate of new equipment.

The Complainant was advised that the Official Classification contains nothing to indicate that there is any lower rate or classification on second-hand motors than on new ones, and the shipment could not be embraced as scrap, as the classification contains a special provision that scrap is only such material "which has value for remelting purposes only."

Nothing further having been received from the complainant, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 786.

FRANK H. COLLADAY
vs.
PHILADELPHIA RAPID TRANSIT COM- } Inadequate facilities for transferring passengers at Angora.
PANY.
SOUTHERN PENNSYLVANIA TRAC-
TION COMPANY.

Filed January 4, 1912.—Closed June 17, 1913.

Complaint was made against the condition of the roadway at the transfer point of the Philadelphia Rapid Transit Company and the Southern Pennsylvania Traction Company at Angora, alleging the extreme depth of mud in wet weather and dust in dry weather.

Both Respondents, in answer, admitted the condition as alleged.

After considerable correspondence between the parties, involving various suggestions to remedy the condition complained of, the Philadelphia Rapid Transit Company constructed a loop at the Western end of its line at Cobb's Creek, so that its cars would approach within fifteen or twenty feet of the cars of the Southern Pennsylvania Traction Company, and agreed to keep clear a place of landing for a distance of one hundred and fifty feet, with the suggestion that the Southern Pennsylvania Traction Company do the same at its terminus.

As this arrangement seemed to meet the wishes of the Complainant, the case was marked closed.

COMPLAINT DOCKET NO. 1071.

JAMES J. ALLEN
vs.
PHILADELPHIA RAPID TRANSIT
COMPANY.

} Alleging cars from Fort Washing-
ton do not make close connection
with cars of Respondent Com-
pany at Chestnut Hill Terminal.

Filed May 23, 1913.—Closed June 11, 1913.

The Complainant alleged that cars on the trolley line from Allentown to Philadelphia did not make connection with the cars of the Respondent at the terminus at Chestnut Hill.

In answer, the Respondent stated that explicit orders had been issued requiring the crews of their cars from Chestnut Hill to wait for in-bound Allentown cars, should they be approaching the terminus when the cars of the Respondent were due to leave.

The cause for complaint having been thus removed, the case was marked closed.

COMPLAINT DOCKET NO. 814.

GEORGE H. MELL
vs.
PENNSYLVANIA RAILROAD COMPANY.

} In re Station facilities at Empo-
rium Junction.

Filed February 9, 1912.—Closed June 18, 1913.

Complainant alleged that station facilities at Emporium Junction were inadequate, and did not accommodate the traveling public.

Respondent, in answer, advised the Commission that the station at Emporium Junction was nine-tenths of a mile east of the town of Emporium; that the same was a junction point on the Buffalo Division and Erie Division of Respondent Company's Roads; that it had under consideration the consolidation of these two stations, and that the plan met with considerable opposition, owing to the fact that it meant the abolishment of the Emporium station.

The Commission made an inspection of the conditions complained of, and after a conference with the Complainant and Respondent, the Respondent Company advised the Commission that it had appropriated sufficient funds to build a new station at that point, and as this covered the cause of the complaint, the same was dismissed.

The Commission was later advised by Respondent that the station building is in course of erection and nearing completion.

COMPLAINT DOCKET NO. 996.

WILLIAM REPP
 vs.
 SCRANTON RAILWAY COMPANY. } Alleged inadequate service.

Filed December 28, 1912.—Closed June 18, 1913.

Complainant alleged that the facilities offered by the Respondent Company on its Duryea line were inadequate, as the cars were overcrowded and that a poor schedule was maintained.

The Respondent, in answer, averred that it maintained a proper schedule and that additional cars were put on to cover the crowded condition complained of, but that owing to the numerous cave-ins of the sewer trench adjacent to the track, it was compelled to transfer passengers at different points until said sewer could be repaired. The Respondent also filed a schedule showing its different lines, fare zones and the distances of each line.

The Commission directed the Complainant to confer with the Respondent Company, and to report result of such conference. As he failed to advise the Commission of the result of the same, the case was marked closed.

COMPLAINT DOCKET NO. 1005.

B. FRANK SLEMMER
 vs.
 THE BELL TELEPHONE COMPANY OF PENNSYLVANIA. } Refusal to renew contract for telephone service except at increased rate.

Filed January 11, 1913.—Closed June 18, 1913.

Complainant averred that the Respondent Company refused to renew contract for telephone service except at increased rates, the substance of the contract being that the Telephone Company had served him with four hundred outgoing calls, two party line, at a cost of \$2.75 per month.

The Complainant advised the Commission before answer was filed by the Respondent that the matter complained of was in the process of adjustment, and as the Commission heard nothing further regarding the same it directed the case to be closed.

COMPLAINT DOCKET NO. 1020.

M. LANZ AND SONS
 vs.
 PENNSYLVANIA RAILROAD COMPANY. } Rate on brick from South Side, Pittsburgh, to South Duquesne.

Filed January 28, 1913.—Closed June 18, 1913.

The Complainants alleged that the rate afforded them by the Pennsylvania Railroad Company on brick between South Side, Pittsburgh, and South Duquesne, was excessive and discriminatory when compared with the rates on steel products between the same points; and that the rate on common brick had been increased from

forty to forty-five cents per ton, and that this was harmful to the business interests of the Complainant, it having entered into a contract basing the price for delivering brick on the forty cent rate then in existence.

The Respondent, in its answer, asserted that the rate on common brick had been advanced from forty to forty-five cents but the rate on fire brick was lowered from fifty to forty-five cents, thus placing all brick on the same basis between the points in question, which they considered a proper basis, and that a comparison could not be made between the rates on steel products as the latter rates were for inter-mill shipment and, therefore, in no way competitive.

A copy of the answer and of a later communication from the Respondent were sent to Complainant but no subsequent communication having been received from them, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1022.

BILLINGS AND KELDER	}	Rate on hay from New Albany to Kingston and Plymouth.
vs.		
LEHIGH VALLEY RAIROAD COMPANY,		
DELAWARE, LACKAWANNA & WEST-ERN RAILROAD COMPANY.		

Filed January 29, 1913.—Closed June 18, 1913.

Complainants averred that the rate on hay from New Albany to Kingston and Plymouth, via Lehigh Valley Railroad and Delaware, Lackawanna and Western Railroad, was fourteen cents per hundred pounds, whereas the rate from New Albany to L. & B. Junction, also to Pittston and Wilkes-Barre, was nine cents per hundred pounds, via the Lehigh Valley, and asked that a joint rate be established from New Albany to Kingston and Plymouth.

The Respondent advised the Commission that it was willing to establish a joint rate of twelve cents per hundred pounds to the points named. Copy of this communication was sent to the Complainants and the case marked closed, as the rate offered by the Respondent was accepted by the Complainants.

COMPLAINT DOCKET NO. 1024.

JAMES B. GEISE	}	Alleged inadequate service.
vs.		
JERSEY SHORE ELECTRIC STREET		
RAILWAY COMPANY.		

Filed January 21, 1913.—Closed June 18, 1913.

Complainant averred that the service offered by the Respondent Company on Sunday mornings was unsatisfactory, inasmuch that the cars were overcrowded on the six o'clock trip out of Avis, the Respondent operating only one car instead of two cars, as on weekdays.

The Respondent, in answer, advised the Commission that its line runs from Locust and Main Streets, Jersey Shore, to the shops of the New York Central & Hudson River Railroad Company at Avis, a distance of five miles; that on

the morning complained of the rush was due to shop construction by the Railroad Company at Avis, which necessitated a large number of men, of which the Respondent Company had no notice, and which condition will not exist in the future.

Copy of answer of Respondent was sent to the Complainant who advised the Commission that as he had moved and was no longer affected by the situation he would not further prosecute the complaint, and the same was, therefore, marked closed.

COMPLAINT DOCKET NO. 1040.

RESIDENTS OF GARDEAU	}	Alleged inadequate train service.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed March 10, 1913.—Closed June 18, 1913.

A petition was filed by the residents of Gardeau against the Respondent Company discontinuing the stopping of its trains Nos. 41, 42, 43 and 44 at its station at Gardeau, alleging that the petitioners were put to great inconvenience by said action of the Respondent Company.

The Respondent Company, in answer, advised that the flag stop at Gardeau was discontinued for the reason that the station is located on a very heavy grade and the travel to and from that point is very light; that all the trains mentioned in the complaint stop at Sizerville, 2.2 miles from Gardeau.

As the Complainants failed to further prosecute the complaint, it was closed for lack of prosecution.

COMPLAINT DOCKET NO. 1041.

EDWARD HUMMEL	}	Train connections at Pine Grove.
vs.		
PHILADELPHIA & READING RAILWAY COMPANY.		

Filed March 11, 1913.—Closed June 18, 1913.

The Complainant, representing sixty coal miners residing at or near Rock Station along the Schuylkill and Susquehanna Branch of the Reading Railway, averred that in the morning a local train carried the miners to Pine Grove, a distance of six miles, to take the regular miners' train with a layover of fifteen minutes; that in the evening the Complainants are compelled to wait at Pine Grove thirty-four minutes in their wet clothes awaiting connection with the regular passenger train running between Harrisburg and Auburn; that they desire accommodations to be so arranged that they may get to their homes without delay on the same train without interfering with any connections the train may have.

The Respondent, in answer, advised the Commission that the number of persons carried on train No. 31 was thirty-nine, and on train No. 12, thirty persons. These persons travel on miners' tickets in which there is absolutely no profit to the Company owing to the low rate, and that it would be impossible to change the schedule without great inconvenience to other travelers, and interference with the running of other trains.

Copy of this answer was sent to Complainants, and as they failed to file comment on the same, the same was marked closed.

COMPLAINT DOCKET NO. 1042.

J. G. ECKERT	}	Alleged inefficient service.
vs.		
LEHIGH TRACTION COMPANY.		

Filed March 19, 1913.—Dismissed June 18, 1913.

The complaint, alleging inadequate service from Hazleton to Freeland, Latimer Mines and McAdoo and return, citing a particular instance when cars were overcrowded on March 17th, 1913, was sent to the Respondent, which, in answer, advised that the statements of the Complainant regarding the crowded condition of the cars on March 17th was correct, but that this was an extraordinary occasion, there being a celebration at Freeland, and consequently the crowds greatly overtaxed the capacity of the Respondent's cars at certain hours. The Complainant's further allegation regarding the segregation of miners and other workmen on the cars of the Respondent, was answered by the latter that it could not control the situation in all instances, but that insofar as its crews could, these workmen, whose clothes soiled the seats of the cars, were requested to ride in the smoking compartment.

An inspection was made of the situation and a hearing held in Hazleton, after which the Commission, in its opinion, decided that under the circumstances now existing, as detailed by Respondent, and substantially admitted by the Complainant, the Commission must dismiss the complaint without recommendation.

COMPLAINT DOCKET NO. 1049.

JOHN H. HUNT, JR.,	}	In re service between Wilkes-Barre and Philadelphia.
vs.		
LEHIGH VALLEY RAILROAD COMPANY.		

Filed April 8, 1913.—Closed June 18, 1913.

The Complainant alleged that on April 5th, Lehigh Valley train No. 8 was late on arriving at South Bethlehem, and therefore he missed his connection to Philadelphia on the Philadelphia and Reading Railway, but the passengers for New York on that train, however, were provided by the Respondent with an extra train, so that they were not detained an unreasonable time at South Bethlehem, whereas the passengers for Philadelphia were compelled to wait until the scheduled time for the next train between that point and Philadelphia, on the Philadelphia and Reading Railway.

The Respondent, in answer, stated that the lateness of the train was due to the fact that it had been received from the connecting road late and had been unable to make up any time. The train for New York from South Bethlehem, being Respondent's train, had been held for New York passengers, but as the transportation to Philadelphia from South Bethlehem was over another road, the Respondent could not control that movement.

A copy of the answer was sent to the Complainant, and no further communication being received, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1053.

GEORGE W. SCOTT
vs.
THE BELL TELEPHONE COMPANY OF
PENNSYLVANIA.

} Alleged practice with respect to
toll calls.

Filed April 13, 1913.—Closed June 18, 1913.

The complainant alleged that the practice of the Respondent with regard to toll calls from pay stations was improper and cited a specific instance to substantiate his claim.

The Respondent, however, advised that on this particular instance the Complainant had been informed that the operator could not guarantee the particular party on calls between Greensburg and Irwin, but would connect him with the party's number, which was done.

A copy of the answer was sent to the Complainant and no further advice being received from him, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1057.

J. S. WOLCOTT
vs.
DENT'S RUN RAILROAD COMPANY.

} Alleged excessive freight rate on
merchandise.

Filed April 25, 1913.—Closed June 18, 1913.

The Complainant alleged that the freight rates charged by the respondent between Dent's Run and Wilmore were excessive, and asked whether the Commission would have jurisdiction over the matter.

The complainant was advised that upon receipt of a specific complaint that the rates are unreasonable and excessive, the Commission would be glad to investigate the matter, but would not express an opinion on an ex-parte statement.

Nothing further having been heard from the complainant, the case was closed for the lack of prosecution.

COMPLAINT DOCKET NO. 958.

G. SENER & SONS, ET AL.
vs.
PENNSYLVANIA RAILROAD COMPANY.
PHILADELPHIA & READING RAILWAY
COMPANY.

} Petition for transfer of freight at
Lancaster.

Filed October 25, 1912.—Closed June 18, 1913.

The Complainant petitioned the Commission to declare Lancaster a freight transfer point for carload traffic, alleging that because of the fact that it was not a transfer station great inconvenience, annoyance and delay resulted to the detriment of their business.

Both Respondents, in answer, averred that they had in effect joint through rates from all points to Lancaster and that it was not understood in what particular the Complainants were inconvenienced or annoyed.

The complaint was referred to Commissioner Brecht for investigation, and a conference was held with the Division Freight Agent of the Pennsylvania Railroad Company, who agreed, on behalf of his Company, to receive freight from the Complainant, upon application, from non-competitive points to Lancaster, or from Lancaster to non-competitive points, and carry the same in carload lots for the two local rates charged for hauling and making the transfer at Lancaster, with the understanding that the Philadelphia and Reading Railway Company concurred in this arrangement. The Philadelphia and Reading Railway Company accepted the agreement made by the Pennsylvania Railroad Company.

As no further advices were received from the Complainants, it was assumed that the plan worked to their satisfaction, and the case was marked closed.

COMPLAINT DOCKET NO. 953.

H. W. TATE
vs.
AMERICAN EXPRESS COMPANY.

} Alleged discriminatory rate from
Curry Run to Philadelphia as
compared with rate from Mahaffy
to Philadelphia.

Filed October 18, 1912.—Closed May 31, 1913.

Complainant alleged that on shipment of poultry from Curry Run to Philadelphia, Respondent charged a rate of \$1.50 per hundred pounds, whereas there was in effect a rate of \$1.00 per hundred pounds from Mahaffey to Philadelphia, a longer haul over the same route. The Respondent advised that the latter rate was made necessary in order to meet the competition of the Adams Express Company who had a shorter line into Philadelphia.

The Commission advised Complainant that under the Constitution of this State and the provisions of the statutes passed in pursuance thereof, railroad companies are prohibited from charging more for a short haul than for a long haul for the same commodity over the same line in the same direction, but that this provision does not apply to Express Companies; although the Commission in its 1912 Annual Report recommended to the Legislature the enactment of a law making this rule applicable to Express Companies as well as Railroad Companies.

The Commission used its efforts, however, to secure for Complainant a more advantageous rate and after some correspondence the Express Company agreed to issue a rate of \$1.25 per hundred pounds applicable to the shipments in question. With this action the Commission directed that the case be marked closed.

COMPLAINT DOCKET NO. 680.

HENRY HILEMAN
vs.
PITTSBURGH, HARMONY, BUTLER
AND NEW CASTLE RAILWAY COM-
PANY.

} Rate on crushed limestone between
Harmony Junction and Warrendale.

Filed December 31, 1912.—Dismissed June 19, 1913.

The Complainant alleged that a charge of eighty-five cents on limestone from Harmony Junction to Warrendale, a distance of eleven miles, was excessive.

The Repondent, in answer, admitted the allegations, but averred that the charge included the cost of unloading the material from the cars of the Balti-

more & Ohio Railroad Company at Harmony Junction and reloading it upon the cars of the Respondent Company, and that the rate charged was the established uniform rate for the character of service involved between the points in question.

A hearing was held and testimony taken, and at the conclusion of the hearing the Commission suggested that an effort be made to amicably adjust the difference existing between the parties.

After a lapse of several months, no advices were received from the parties, the case was marked closed, upon the assumption that an amicable adjustment had been reached.

Subsequently, under date of March 19, 1913, the Complainant alleging that he had depended upon his counsel to advise the Commission, and he not being well versed in legal matters, labored under a misapprehension as to his duties in the premises petitioned the Commission to reopen the case.

His prayer was granted by the Commission.

A further hearing was held, and after a full consideration of all the facts before it the Commission rendered the following

OPINION.

The basis of this complaint is the allegation of discrimination in rates upon the material transported for the Complainant, and, upon consideration of the matter in the light of the testimony adduced in the case, the Commission does not regard the Complaint as established.

It appears that the material transported for the Complainant was a different character and class, was transported at longer distance and the transportation occurred in a different year from the case with which Complainant makes comparison, under different conditions and circumstances, and, moreover, the transportation of the material for the Complainant was made under specific contract entered into by the Complainant with the Superintendent of the Respondent Company, and it was only afterwards, when the Complainant found that other material at a different time and for a different distance was carried by the Respondent for another patron at different rates, that the Complainant conceived the idea of making the claim of discrimination and asked for reparation.

It is difficult to see how anybody can be justified in upholding a claim under these circumstances, for no just or proper comparison can be made between rates in effect at one period and those in effect at a distant period, and between rates on articles different in their character.

The complaint is, therefore, dismissed.

COMPLAINT DOCKET NO. 1074.

S. D. BLAYNEY
vs.
UNITED STATES EXPRESS
COMPANY.

} Alleged delay in handling shipments of perishable express matter.

Filed May 31, 1913.—Closed June 19, 1913.

The Complainant alleged that at one o'clock P. M., May 29, 1913, he delivered to the agent of the Respondent at Crothers for shipment to Pittsburgh and Washington, two coops of chickens and six firkins of butter, with the request that they be shipped upon the train leaving Crothers at 2.09 o'clock P. M. At 9.10 o'clock P. M. of the same day, he found that the shipment had not moved from the express office.

The Complainant was advised that the Commission had no jurisdiction in the matter of the adjudication of claims for delay of shipments.

A copy of the complaint was forwarded to the Respondent, which, in answer, admitted that principally on account of the size of the town that shipment in question was not handled with proper dispatch, and that negotiations had been entered into with a view to making an adequate refund for the loss sustained by the Complainant.

The case was accordingly marked closed.

COMPLAINT DOCKET NO. 1044.

H. G. POLHEMUS, JR.,	} In re turning seats in passenger
vs.	
PENNSYLVANIA RAILROAD COMPANY.	

cars.

Filed March 24, 1913.—Closed June 28, 1913.

The Complainant alleged he was put to great inconvenience in hoarding a train of the Respondent in company with his wife and two children for all of whom he had purchased transportation, inasmuch as the conductor of the Respondent contending, notwithstanding tickets were furnished for transportation for each member of the family, that he did not have a right to turn over the seat in order that the family might enjoy the personal comfort by using seats that faced each other.

The Respondent, in answer, advised that the instructions to conductors regarding the turning of seats are as follows:

"After all passengers have been provided with seats, passenger conductors may exercise their judgment in the permitting of the turning of seats."

A copy of this regulation was forwarded to the Complainant, and as he failed to comment on the same, the case was marked closed.

COMPLAINT DOCKET NO. 935.

D. M. YERKES	} In re rate for Telephone service in
vs.	
THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.	

Borough of Milbourne.

Filed October 2, 1912.—Closed July 18, 1913.

The Complainant resides in the Borough of Milbourne, immediately adjacent to the City of Philadelphia, and his complaint is against the toll charges to and from his residence and local boroughs in that vicinity.

After a copy of the answer had been sent to the Complainant, he requested that he be advised of the next meeting of the Commission in Philadelphia, when he would like to appear before it in connection with his complaint.

Mr. Yerkes was so advised, but he failed to meet the Commission, and as the complaint as originally made had been disposed of by the Commission, the case was marked closed.

COMPLAINT DOCKET NO. 1016.

A. G. SCATTERGOOD
vs.
PENNSYLVANIA RAILROAD COMPANY,
ET AL.

}

Through checking of baggage from
Respondent's line to other lines.

Filed January 9, 1913.—Closed July 18, 1913.

The Complainant alleged that he was unable to secure through checking of baggage from points on the Pennsylvania Railroad to points on the Baltimore and Ohio Railroad and Philadelphia & Reading Railway, and vice versa.

After correspondence, the Philadelphia & Reading Railway Company advised the Commission that an arrangement had been entered into between them and the Pennsylvania Railroad Company whereby baggage originating on one line for transportation to a point on the other line would be checked through, and if by the way of Philadelphia, the regular Philadelphia transfer charge of thirty-five cents would be collected at the time of the checking.

A communication received from the Complainant assured the Commission that this new arrangement satisfies his complaint.

The case was, therefore, marked closed.

COMPLAINT DOCKET NO. 1066.

S. A. SHARON
vs.
CUMBERLAND VALLEY RAILROAD
COMPANY.

}

Alleged overcharge on shipment of
cross ties from Mercersburg and
Richmond to West Point.

Filed May 16, 1913.—Closed July 18, 1913.

Complaint was made of an alleged overcharge on the shipment of six cars of cross ties from Mercersburg and Richmond to West Point. The Complainant alleged that he requested a rate on this shipment and that it was unsatisfactory, but that upon his second request a lower rate was given him and the movement was made. The Respondent, however, charged him upon the basis of the rate first quoted. The Complainant further alleged that the second rate quoted went into effect within two weeks after the shipment moved.

The Respondent, in answer, averred that the Complainant made five shipments without any knowledge whatever of what the rate was and one shipment with full knowledge that the rate was higher than that claimed in the complaint, and that therefore he assumed all responsibility and had no just claim against the Respondent, and that in any event a tariff cannot be made retroactive. It also denied that the rates charged were in any way unreasonable.

After a full consideration of the facts before the Commission the following opinion and order was rendered:

OPINION.

An examination of the papers submitted in this complaint shows that the facts are substantially as follows:

That the Complainant, prior to making any shipments, applied to the Respondent for freight rates on the commodity to be shipped between the points involved in the transportation, stating that he expected to bring his shipments on March 11th, 1912, no rates at that time being in effect over the Respondent's line as applicable to this commodity. The

Complainant received no advice from the Respondent prior to March 11th, 1912, and on March 12th began his shipments, and the shipments involved in this controversy are those of that date and of March 15th and 19th, 1912. On March 15th, 1912, the Respondent advised the Complainant that a rate of two dollars and forty cents (\$2.40) had been put into effect as of March 11th, 1912, and in reply the Complainant stated that that rate was not at all satisfactory, and in a communication at or about this time advised the Respondent that a rate of one dollar and ninety cents (\$1.90) was already in effect on the Pennsylvania lines from Huntingdon and points east to points of destination and intimated that a rate of the same amount should be put into effect by the Respondent, which would be satisfactory. The Respondent replied that it had again taken up the matter with the connecting lines and would advise the Complainant later. On March 26, 1912, after all the shipments had moved the Respondent advised the Complainant that a rate of one dollar and ninety cents (\$1.90) had been agreed upon and made effective as of that date. It thus appears that the shipments were made at a time when either there was no rate in effect, or a rate was in effect which was not satisfactory to the Complainant, and against which he was protesting at the time, and that then and from a few days after the last of the shipments in question moved, the said rate of one dollar and ninety cents (\$1.90) was established.

It seems, therefore, that these shipments did not move under any rate accepted by the complainant as satisfactory to him but on the other hand he did enter his protest against the rate put into effect during his efforts to get a satisfactory rate established.

The case, therefore, differs from those in which a shipper makes shipments upon established rates known to him at the time, and against which he enters no protest, and consequently does not have the same ground for basing a claim for reparation. The rate in effect at the time of these shipments over the Pennsylvania lines and its connections from Huntingdon to points of destination, and the action of the Respondent and its connection in establishing the same rate so soon after these shipments moved, in consequence of the correspondence carried on with that end in view during the period the movements were made, leads the Commission to the conclusion that the \$2.40 rate was excessive at the time the shipments moved and that, therefore, there should be refunded to the Complainant the difference between the rate paid by him on the shipments of March 12th, 15th and 19th, 1912, and the rate of one dollar and ninety cents (\$1.90) established on March 26th, 1912, to wit: the sum of eighty-four dollars and thirteen cents (\$84.13) and the Commission so recommends.

COMPLAINT DOCKET NO. 1076.

J. H. ROSENBLOOM
vs.
BALTIMORE & OHIO RAILROAD
COMPANY.

In re service on Johnstown and
Somerset Branch.

Filed May 31, 1913.—Dismissed July 18, 1913.

Complaint was filed alleging that on a train leaving Somerset, on the Johnstown & Somerset Branch, on May 26, 1913, the passengers had suffered great inconvenience and discomfort because the train was stopped a few miles beyond the station and held there until 11.30 o'clock P. M., and the conductor would not render any assistance for the purpose of securing food, and requested the Commission to intervene in order to secure better service on that branch.

The Respondent, in answer, stated that the delay was due to the derailment of a train at a point beyond, and they endeavored to secure a relief train, but, owing to their equipment being all west of the point at which the train was stopped, they were unable to get the desired relief in a reasonable time.

A copy of the answer was sent to Complainant, addressed as directed on the complaint, but was returned to this office unopened, the postal authorities having failed to locate the Complainant.

The complaint was, therefore, dismissed.

COMPLAINT DOCKET NO. 1080.

ELMER E. SMITH
vs.
PHILADELPHIA & READING RAILWAY
COMPANY.

}

In re shipment of milk from Lewis-
burg.

Filed June 10, 1913.—Closed July 18, 1913.

Complaint was filed on behalf of Mr. Smith and others whose aggregate daily milk shipments from Lewisburg to the coal regions and points intermediate amounted to about 5,100 quarts, requesting that the respondent be directed to put on a refrigerator car in order that large quantities of the milk would not spoil, and, particularly on Sunday, when the train service did not meet the requirements of the shippers complaining.

The Respondent, in answer, stated that beginning June 15th and thereafter on Sundays, they would install a service which they believed would cover the cause of complaint.

A copy of this was sent to the Complainant and as it seemed to satisfy his complaint the case was marked closed.

COMPLAINT DOCKET NO. 1085.

JOHN C. MILLER
vs.
BUFFALO & LAKE ERIE TRACTION
COMPANY.

}

In re passengers on front platform
of cars.

Filed June 21, 1913.—Dismissd July 18, 1913.

The Complainant alleged that Respondent was permitting passengers to ride on the front platforms of the cars.

The Respondent, in its answer, requested specific information, which the Complainant was requested to furnish, but as all the communications from this Commission to Complainant were returned by postal authorities with the advice that the letters were unclaimed, the case was, therefore, dismissed.

COMPLAINT DOCKET NO. 1069.

PALMER & SEAMANS LUMBER
COMPANY
vs.
HUNTINGDON & BROAD TOP MOUN-
TAIN RAILROAD & COAL COMPANY.

}

Alleged overcharge on two cars of
railroad ties.

Filed May 22, 1913.—Closed July 19, 1913.

The Complainant alleged that it was overcharged on two cars of railroad ties from Everett to Pittsburgh and Monessen.

The Respondent, in answer to the complaint, stated that it did not encourage the shipment of ties off the line of its road, in view of the fact that it needs them there and that the charges on these ties were correct and they did not consider them

excessive, as the transportation was also over the line of the Pennsylvania Railroad. The complaint was sent to the latter company for answer also and it advised the Commission that upon consulting with the Huntingdon & Broad Top Mountain Railroad & Coal Company that company informed it that the claims had been refused because they were in doubt as to the propriety of settling on any basis other than the regularly published tariff rate, but that they were then proceeding to adjust the claim by applying the regular lumber rate thereto, unless the Commission offered objections. The Commission advised that it had no objections to the adjustment and the case was directed to be closed.

D

REPORT OF ACCIDENTS

FILED WITH

PENNSYLVANIA STATE RAILROAD
COMMISSION.



SUMMARY OF RAILROAD AND STREET RAILWAY ACCIDENTS RECEIVED AND TABULATED JANUARY 1 TO JULY 26, 1913.

	Killed.	Injured.	Total.	Percentage of Fatalities.
Railroads,	620	6,659	7,279	8.52
Street Railways,	113	1,883	1,996	5.66
Total,	733	8,542	9,275	7.90

ACCIDENTS CLASSIFIED AS TO EMPLOYEES, PASSENGERS, TRESPASSERS AND OTHERS.

RAILROADS.

	Killed.	Per Cent.	Injured.	Per Cent.	Total.	Per Cent.
Employees,	171	27.58	5,535	83.12	5,706	78.39
Passengers,	11	1.77	550	8.26	561	7.71
Trespassers,	368	59.36	368	5.53	736	10.11
Others,	70	11.29	206	3.09	276	3.79
Total,	620	100.00	6,659	100.00	7,279	100.00

STREET RAILWAYS.

	Killed.	Per Cent.	Injured.	Per Cent.	Total.	Per Cent.
Employees,	11	9.73	65	3.45	76	3.80
Passengers,	11	9.73	982	52.15	993	49.77
Trespassers,	15	13.28	37	1.97	52	2.60
Others,	76	67.26	799	42.43	875	43.83
Total,	113	100.00	1,883	100.00	1,996	100.00

TABULATION SHOWING PERCENTAGE OF FATALITIES IN EACH CLASS
OF PERSONS TO THE TOTAL NUMBER OF ACCIDENTS.

RAILROADS.

	Killed.	Total Accidents.	Percentage of Fatalities.
Employees,	171	5,706	3.00
Passengers,	11	561	1.98
Trespassers,	368	736	50.00
Others,	70	276	28.99
Total,	620	7,279	8.52

STREET RAILWAYS.

	Killed.	Total Accidents.	Percentage of Fatalities.
Employees,	11	76	14.47
Passengers,	11	993	1.11
Trespassers,	15	52	28.85
Others,	76	875	8.69
Total,	113	1,996	5.66

Struck by Overhead or Side Obstruction.										Reversing Track or Roaded.										Handling Freight or Baggage.										Coupling or Decoupling Cars.										Falling from Trains, Locomotives or Cars.										Jumping On or Off Trains, Locomotives or Cars.										Run over by Trains, Locomotives or Cars.										Miscellaneous Causes.										Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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REPORTS OF ACCIDENTS ON RAILROADS.
JANUARY 1 to JULY 26, 1913.

	Killed.					Injured.			Total.		Percentage.	
	E.	P.	T.	O.	E.	P.	T.	O.	K.	I.	K.	I.
Collision,	7	.....	.....	.....	154	89	.....	.....	7	248	1.12	3.65
Grade crossing,	2	.....	.....	60	10	20	.....	124	65	154	10.48	2.31
Derailling,	5	.....	.....	.....	88	8	.....	.....	5	96	.80	1.44
Parting of trains,	1	.....	.....	.....	24	.....	.....	.....	1	24	.16	.36
At stations or loading platforms	3	.....	.....	.....	181	106	1	42	3	330	.48	4.95
Defect or failure of roadway or equipment,	1	.....	.....	.....	11	2	.....	.....	1	102	.16	1.52
Switching,	3	.....	.....	.....	330	.....	.....	.....	3	331	.48	5.12
Overhead or side obstruction,	10	.....	.....	1	184	3	8	.....	11	195	1.77	2.92
Repairing track or roadbed,	4	.....	.....	.....	637	.....	.....	.....	4	637	3.56	.....
Handling freight or baggage, .....	.....	.....	.....	.....	671	.....	.....	.....	.....	671	.....	10.14
Coupling or uncoupling,	11	.....	.....	.....	177	.....	.....	.....	.....	177	.....	.....
Falling from locomotives or cars,	35	9	16	.....	486	88	30	.....	11	594	1.77	2.65
Jumping on or off locomotives or cars,	7	4	35	1	548	72	115	2	54	696	8.70	9.10
Struck by locomotives or cars,	76	5	308	7	185	1	179	1	44	735	7.19	11.05
Miscellaneous,	6	.....	8	.....	1,761	161	35	14	396	1,971	63.84	5.73
Total,	171	11	308	70	5,535	550	368	206	620	6,659	100.00	100.00

Total accidents, 7,279.
Report closed July 26, 1913.

REPORTS OF ACCIDENTS ON STREET RAILWAYS.
JANUARY 1 TO JULY 26, 1913.

	Killed.				Injured.			Total.		Percentage.	
	E.	P.	T.	O.	E.	P.	T.	K.	I.	K.	I.
Collision,	1	1	.....	.....	15	312	.....	1	331	.89	17.58
Grade crossings,	1	1	.....	.....	2	56	.....	4	71	3.54	3.77
Derailment, .....	.....	.....	.....	.....	5	114	.....	.....	121	.....	6.43
Parting of trains, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Overhead or side obstruction,	2	.....	.....	.....	3	11	1	2	15	1.77	.80
Contact with trolley or feed wire, .....	.....	.....	.....	.....	1	.....	1	2	1	1.77	.06
Contact with third rail, .....	.....	.....	1	1	.....	.....	.....	2	.....	1.77	.....
Failure of bridge, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defect or failure of roadway or equipment, .....	.....	.....	.....	.....	2	21	.....	.....	24	.....	1.28
Persons on running boards, .....	.....	.....	.....	.....	2	12	3	.....	17	.....	.91
Collision of car and vehicle, .....	.....	.....	.....	.....	2	23	.....	11	340	9.73	18.06
Persons struck by car,	2	.....	11	61	4	.....	9	74	439	65.49	23.32
Falling from car, .....	.....	2	1	.....	6	125	.....	3	141	2.66	7.44
Jumping on or off car in motion,	5	6	1	.....	5	230	13	7	272	6.19	14.45
Miscellaneous, .....	.....	2	.....	.....	19	78	1	.....	111	6.19	5.90
Total,	11	11	15	76	65	982	37	113	1,833	100.00	150.00

Total accidents, 1,996.

Report closed July 26, 1913.

NOTE.—The abbreviations used above are as follows:

"E."—Employees.

"P."—Passengers.

"T."—Trespassers.

"O."—Others.

"K."—Killed.

"I."—Injured.

	Collisions												Grade Crossing												Derailment												Break Work on Right of Way												Struck by Overhead Trolley or Feed Wire												Contact with Trolley or Feed Wire												Contact with Third Rail												Falling within Cars												Injury or Failure of Machinery or Equipment																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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STATEMENT OF FATALITIES AND INJURIES TO EMPLOYEES OF RAIL
ROADS SHOWING COMPARATIVE HAZARDS OF VARIOUS OCCUPA-
TIONS.

JANUARY 1 TO JULY 26, 1913.

	Killed.	Injured.
Brakemen,	53	1,489
Sectionmen and laborers,	43	865
Car repairmen and inspectors,	13	372
Conductors,	13	285
Track walkers,	12	14
Firemen,	11	614
Engineers,	7	287
Yard crews,	7	415
Crossing watchmen,	4	12
Carpenters,	1	75
Freight handlers, .....	.....	665
Flagmen, .....	.....	152
Car cleaners, .....	.....	37
Baggagemen, .....	.....	31
Express messengers and mail clerks, .....	.....	6
Miscellaneous,	7	216
Total,	171	5,535

Report closed July 27, 1913.

RAILROAD COMPANIES REPORTING NO ACCIDENTS JAN-
UARY 1 TO JULY 26, 1913. 68 COMPANIES.

Altoona Northern Railway Company.
Bare Rock Railroad Company.
Beaver Valley Railroad Company.
Bellefonte Central Railroad Company.
Bloomsburg & Sullivan Railway Company.
Brownstone & Middletown Railroad Company.
Cambria & Indiana Railroad Company.
Chestnut Ridge Railway Company.
Conemaugh & Black Lick Railway Company.
Coudersport & Port Allegheny Railroad Company.
Crane Railroad Company.
Delaware River & Union Railroad Company.
Delaware Valley Railroad Company.
Dents Run Railroad Company.
East Berlin Railroad Company.
Eddystone & Delaware River Railroad Company.
Emporium & Rich Valley Railroad Company.
Hickory Valley Railroad Company.
Hooverhurst & Southwestern Railroad Company.
Indian Creek Valley Railroad Company.
Jersey Shore and Antes Fort Railroad Company.
Johnstown & Stony Creek Railroad Company.
Kane & Elk Railroad Company.
Kishacoquillas Valley Railroad Company.
Kittanning Run Railroad Company.
Lancaster, Southern & Oxford Railroad Company.
Leetonia Railway Company.
Lehigh & Hudson River Railroad Company.
McKeesport Terminal Railroad Company.
Mocanaqua & Eastern Railroad Company.
Montour Railroad Company.
Mt. Jewett, Kinzua & Riterville Railroad Company.
Mt. Penn Gravity Railroad Company.
New Berlin & Winfield Railroad Company.
New Park & Fawn Grove Railroad Company.
Newport & Shermans Valley Railroad Company.
New York, Susquehanna & Western Railroad Company.
Nittany Valley Railroad Company.
Northern Liberties Railroad Company.
North Shore Railroad Company.
Pennsylvania Western & Ohio River Connecting Railway Company.
People's Railway Company.
Philadelphia Belt Line Railroad Company.
Pittsburgh, Allegheny & McKees Rocks Railroad Company.
Pittsburgh & Ohio Valley Railroad Company.
Pittsburgh, Lisbon & Western Railroad Company.

Pittsburgh, Westmoreland & Somerset Railroad Company.
Redstone Central Railroad Company.
Reynoldsville & Falls Creek Railroad Company.
Rural Valley Railroad Company.
Scootac Railway Company.
Scranton & Spring Brook Railroad Company.
Sheffield & Tionesta Railway Company.
Stewartstown Railroad Company.
Strasburg Railroad Company.
Susquehanna & Buffalo Railroad Company.
Susquehanna & Eagles Mere Railroad Company.
Susquehanna River & Western Railroad Company.
Tionesta Valley Railway Company.
Turtle Creek & Allegheny River Railroad Company.
Ursina & North Fork Railway Company.
Valley Connecting Railroad Company.
Valley Railroad Company.
Washington Run Railroad Company.
Westinghouse Inter-Works Railroad Company.
White Deer & Loganton Railway Company.
Williamsport & North Branch Railroad Company.
Winfield Railroad Company.

**STREET RAILWAY COMPANIES REPORTING NO ACCIDENTS
FROM JANUARY 1 TO JULY 26, 1913. 57 COMPANIES.**

Allen Street Railway Company.
Allentown & Reading Traction Company.
Bangor & Portland Traction Company.
Blue Ridge Traction Company.
Cambria Inclined Plane Company.
Carbon Transit Company.
Centre & Clearfield Railway Company.
Chambersburg, Greencastle & Waynesboro Street Railway Company.
Clairton Street Railway Company.
Columbia & Montour Electric Railway Company.
Corry & Columbus Street Railway Company.
Danville & Sunbury Transit Company.
DuBois Traction Company.
East End Passenger Railway Company.
Fairchance & Smithfield Traction Company.
Fairmount Park Transportation Company.
Gettysburg Railway Company.
Hagerstown & Frederick Railway Company.
Highland Grove Traction Company.
Homestead & Mifflin Street Railway Company.
Huntingdon, Lewistown & Juniata Valley Traction Company.
Irwin-Herminie Traction Company.
Jersey Shore Electric Street Railway Company.

Kittanning & Leechburg Railways Company.
Lancaster & Southern Street Railway Company.
Lancaster & York Furnace Street Railway Company.
Latrobe Street Railway Company.
Lewisburg, Milton & Watsonstown Passenger Railway Company.
Mahoning Valley Street Railway Company.
Neversink Mountain Railway Company.
Northampton Traction Company.
Oakdale & McDonald Street Railway Company.
Ohio River Passenger Railway Company.
Oley Valley Railway Company.
Patterson Heights Street Railway Company.
Pennsylvania & Maryland Street Railway Company.
People's Street Railway Company of Nanticoke and Newport.
Philadelphia & Easton Electric Railway Company.
Phoenixville, Valley Forge & Stafford Electric Railway Company.
Shamokin & Edgewood Electric Railway Company.
Shamokin & Mt. Carmel Transit Company.
Slate Belt Electric Street Railway Company.
South Bethlehem & Saucon Street Railway Company.
South Side Passenger Railway Company.
Stroudsburg Passenger Railway Company.
Susquehanna Traction Company.
Titusville Electric Traction Company.
Trenton, Bristol & Philadelphia Street Railway Company.
Tri-State Railway & Electric Company.
Vallamont Traction Company.
Warren County Traction Company.
Warren & Jamestown Street Railway Company.
Warren Street Railway Company.
Western New York & Pennsylvania Traction Company.
Westmoreland County Railway Company.
White Hall Street Railway Company.
Williamsport Passenger Railway Company.

REPORT OF ACCIDENT AT THE HAZLE STREET CROSSING OF THE LEHIGH VALLEY RAILROAD, WILKES-BARRE, JANUARY 20, 1913.

On January 20th, 1913, at 9:30 P. M., a train consisting of fifteen freight cars, while being pushed over the Hazle Street grade crossing of the Lehigh Valley Railroad in the City of Wilkes-Barre, collided with the rear side of a trolley car of the Wilkes-Barre Railway Company, outbound for Ashley and other points. About 40 passengers were more or less injured.

An investigation, conducted by the Marshal of the Commission, developed that a contributory cause of the accident was the fact that the dead end of the railroad train was without a light. This was admitted by the railroad officials, but in justification they referred to Rule No. 24 of their Rules for the Government of the Operating Department. This rule is as follows:

"When cars are pushed by an engine (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night."

The Hazle Street crossing is within the yard limits of the Lehigh Valley Railroad and, therefore, according to the provision in the above quoted Rule, a light on the dead end of the train was not required.

In view of the facts relating to the collision, the Marshal concluded that Rule No. 24 ought to be revised so that a light should be displayed on the dead end of trains when it is necessary to shift cars by night over a public crossing, notwithstanding the fact that the crossing constitutes a part of the yards. The matter was submitted to the Lehigh Valley Railroad Company and it advised the Commission that the rule referred to would be revised in accordance with the recommendations of the Marshal.

REPORT OF GRADE CROSSING ACCIDENT ON THE NORTHERN CENTRAL RAILWAY, AT SECOND STREET, SUNBURY, MARCH 6, 1913.

On March 6, 1913, four freight cars, while being pushed by an engine on the Northern Central Railway, collided with a street car of the Sunbury & Susquehanna Street Railway Company at the Second Street Crossing of the Shamokin Division industrial tracks. The collision resulted in fatal injury to an employee of the Railroad Company and an employee of the Street Railway Company.

The official report and correspondence concerning the accident showed that the motorman failed to observe the signals to stop while approaching the railroad crossing.

REPORT OF ACCIDENT AT BIDWELL, ON THE CONNELLSVILLE AND STATE LINE RAILWAY, MARCH 29, 1913.

On March 29, 1913, an accident occurred at Bidwell, on the line of the Connelleville and State Line Railway, caused by the collision of an eastbound passenger train, No. 8, with engine 732, light, resulting in two employees being fatally injured. Slight injuries were sustained by two other employees and by three passengers.

An investigation, conducted through correspondence, developed that the engine crew of No. 8 failed to properly observe the signals of the flagman.



E

FINANCIAL STATEMENT
OF THE
PENNSYLVANIA STATE RAILROAD
COMMISSION.



STATEMENT OF EXPENDITURES FOR SALARIES, TRAVEL-
ING AND OTHER EXPENSES OF THE PENNSYLVANIA
STATE RAILROAD COMMISSION JANUARY 1, 1913
TO JULY 26, 1913.

Salaries of Commissioners,	\$13,287 68
Salaries of officers and employees,	18,090 66
Traveling expenses,	1,178 19
Telegrams,	71 55
Postal service,	314 78
Express and freight,	33 77
Books, maps, etc.,	304 20
Janitor service,	274 20
Extra clerical and stenographic services,	44 82
Expert services,	10,000 00
Miscellaneous,	243 95
	<hr/>
Total,	\$43,843 80



APPENDICES

PART II.

THE PUBLIC SERVICE COMMISSION
OF THE
COMMONWEALTH OF PENNSYLVANIA



A

COMPLAINTS FILED

WITH THE

PENNSYLVANIA STATE RAILROAD COMMISSION

AND REFERRED TO

THE PUBLIC SERVICE COMMISSION.



TABLE OF COMPLAINTS
FILED WITH THE
PENNSYLVANIA STATE RAILROAD COMMISSION
AND DETERMINED BY
THE PUBLIC SERVICE COMMISSION
JULY 26, 1913

Complaint
Docket No.

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|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 706. U. J. Sheets, et al.
vs.
Central District & Printing Telegraph Company.
Filed Aug. 25, 1911. | Rates for business telephone in Jeanette.

Pending. |
| 798. W. S. Poorman, et al.
vs.
The Bell Telephone Company of Pennsylvania.
Filed January 19, 1912. | Discrimination in rental charges between certain professional and business men

Pending. |
| 810. George Sloyer
vs.
Pennsylvania Railroad Company.
Adams Express Company.
Filed December 2, 1911. | In re service.

February 3, 1914. |
| 840. Residents of Allegheny and Carroll Township, Cambria County
vs.
Pennsylvania Railroad Company.
Filed March 22, 1912. | Petition for flag stop at Chest Road.

Closed January 7, 1914. |
| 862. Postal Telegraph Cable Company
vs.
Central District & Printing Telegraph Company.
Filed May 2, 1912. | Alleged discrimination in diverting to the Western Union Telegraph Company, telegrams intended for Postal Telegraph Cable Company.
Closed November 21, 1913. |
| 874. Empire Lime Kilns
vs.
Central Railroad of Pennsylvania.
Filed May 24, 1912. | Rate of lime Bellefonte to Pennsylvania Railroad Junction.
Closed October 8, 1913. |
| 876. Borough of Minersville
vs.
People's Railway Company.
Filed May 21, 1912. | Inadequate passenger and freight station facilities at Minersville.
Closed August 4, 1913. |
| 923. W. H. Cox and Company
vs.
Pennsylvania Railroad Company.
Filed August 29, 1912. | Rates on ties and lumber from Oil City to various points.
Closed January 7, 1914. |

Complaint
Docket No.

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>930. W. H. Cox & Company
vs.
Lake Shore & Michigan Southern
Railway Company.
Filed September 9, 1912.</p> | <p>Rates on lumber—Limestone and Oil City
to various points.

Closed January 7, 1914.</p> |
| <p>941. Johnstown Telephone Company.
vs.
Central District and Printing Tele-
graph Company.
Filed October 5, 1912.</p> | <p>Furnishing telephone service to business
houses at residence rates.

Closed August 4, 1913.</p> |
| <p>949. Manufacturers' Association of
Lancaster.
vs.
Pennsylvania Railroad Company.
Filed October 17, 1912.</p> | <p>Excessive rate on bituminous coal from
Clearfield District to Lancaster.

Closed October 31, 1913.</p> |
| <p>950. Harry E. Bellis, et al.
vs.
Philadelphia & Reading Railway
Company, et al.
Filed October 7, 1912.</p> | <p>Rate on anthracite coal into the city of
Philadelphia.

Pending.</p> |
| <p>952. Pennsylvania Paraffine Works, et
al.
vs.
Pennsylvania Railroad Company.
Pennsylvania Company.
Filed October 21, 1912.</p> | <p>Excessive rate on oil Wolford to Titus-
ville.

Pending.</p> |
| <p>976. Cornplanter Refining Company
vs.
Pennsylvania Railroad Company.
Filed November 26, 1912.</p> | <p>Failure to furnish tank cars.

Pending.</p> |
| <p>980. Residents of Wilkes-Barre and Vi-
cinity
vs.
Wilkes-Barre & Eastern Railroad
Company.
Filed November 30, 1912.</p> | <p>Inadequate service

Closed January 6, 1914.</p> |
| <p>986. Terminal Coal Company
vs.
Pennsylvania Railroad Company.
Filed December 17, 1912.</p> | <p>Demurrage charges.

Closed August 5, 1913.</p> |
| <p>987. W. B. Bell
vs.
Pennsylvania Railroad Company.
Filed December 18, 1912.</p> | <p>Alleged insufficient clearance between cars
and side of bridge at New Castle Plant
of Carnegie Steel Company.
Closed August 4, 1913.</p> |
| <p>995. W. W. Galvin
vs.
Lake Shore & Michigan Southern
Railway Company.
Filed November 19, 1912.</p> | <p>Rate on mixed carload of apples, potatoes
and onions from Clark's Mills to James-
town.

Closed December 16, 1913.</p> |
| <p>999. T. W. Friend, Receiver of Kidd
Brothers & Burgher Steel Wire
Company
vs.
Pittsburgh & Lake Erie Railroad
Company.
Filed January 2, 1913.</p> | <p>Inadequate siding facilities at Aliquippa

Closed January 7, 1914.</p> |

Complaint
Docket No.

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|-------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| 1002. | F. A. Lehr, et al.
vs.
Central Pennsylvania Traction Company.
Filed January 3, 1913. | Alleged inadequate service Harrisburg to Steelton.

Closed December 2, 1913. |
| 1012. | Walter M. Clevenstine
vs.
Pennsylvania Railroad Company.
Filed January 20, 1913. | Inadequate passenger train service to points north of Phoenixville.

Closed December 3, 1913. |
| 1017. | Manufacturers' Association of York
vs.
Pennsylvania Railroad Company.
Filed January 24, 1913. | Rate on coal from Clearfield District to York.

Closed October 21, 1913. |
| 1018. | Shumaker Brothers
vs.
Baltimore & Ohio Railroad Company.
Filed January 28, 1913. | Alleged overcharge on bark Fairhope to Big Run.

Closed September 10, 1913. |
| 1033. | J. B. Pearsall
vs.
Wells, Fargo and Company Express, Adams Express Company.
Filed February 20, 1913. | Rate and routing on shipment of chickens from Grove City to Wilmington.

Closed September 13, 1913. |
| 1034. | G. M. Sheldon & Company
vs.
Lehigh Valley Railroad Company.
Filed February 24, 1913. | Rate on hay Montrose Branch to Pittston.

Closed September 26, 1913. |
| | Spring Brook Lumber Company
vs.
The Bell Telephone Company of Pennsylvania.
Filed March 3, 1913. | Alleged excessive and discriminatory toll charges from Moosic to Scranton, Taylor and Old Forge.

Closed April 9, 1914. |
| 1045. | James B. Pierce
vs.
Central District and Printing Telegraph Company.
Filed March 24, 1913. | Refusal to renew contract except at increased rates.

Pending. |
| 1046. | S. C. Walker & Company
vs.
Philadelphia & Reading Railway Company.
Filed March 29, 1913. | Alleging excessive rate on fertilizer from Philadelphia to Chadd's Ford.

Closed August 4, 1913. |
| 1054. | John J. Henderson
vs.
The Bell Telephone Company of Pennsylvania.
Filed April 21, 1913. | Refusal to renew contract for telephone service except at an increased rate.

Closed August 4, 1913. |
| 1055. | John S. Wineland
vs.
Pennsylvania Railroad Company.
Filed April 21, 1913. | Alleged excessive freight rate on limestone from Mt. Etna to Martinsburg.

Closed November 22, 1913. |

Complaint
Docket No.

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|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1064. Lake Transit Company
vs.
Lehigh Valley Railroad Company.
Filed May 7, 1913.</p> | <p>Alleged discrimination in freight rates and excessive freight charges.
Pending.</p> |
| <p>1067. Spector's Department Store
vs.
York Telephone & Telegraph Company.
Filed May 19, 1913.</p> | <p>Alleged refusal to enter upon a contract to furnish telephone services for any period less than five years.
Closed August 4, 1913.</p> |
| <p>1070. Jacob Feld
vs.
Erie Railroad Company.
Delaware & Hudson Company.
Filed May 23, 1913.</p> | <p>Alleged excessive freight rate on two cars of scrap.
Closed August 4, 1913.</p> |
| <p>1072. J. R. Barron
vs.
Baltimore & Ohio Railroad Company.
Filed May 24, 1913.</p> | <p>Excessive rate on hard wood lumber Rockwood to McKeesport.
Closed September 13, 1913.</p> |
| <p>1073. W. C. Borland
vs.
Central District Telephone Company.
Filed May 28, 1913.</p> | <p>In re cancelling old contract and installing new at higher rate.
Closed December 2, 1913.</p> |
| <p>1075. F. B. Smith, et al.
vs.
Erie Railroad Company.
Filed May 31, 1913.</p> | <p>In re station facilities and train accommodations at Blossburg.
Closed August 4, 1913.</p> |
| <p>1077. J. Sharon McDonald
vs.
Waynesburg & Washington Railroad Company.
Filed June 3, 1913.</p> | <p>Petition for flag stop of train No. 158 at Braddock.
Closed August 4, 1913.</p> |
| <p>1078. E. J. Swanson
vs.
Northwestern Pennsylvania Railways Company.
Filed June 4, 1913.</p> | <p>In re extra charge made on shipment of packages to Edinboro unless prepaid.
Closed August 20, 1913.</p> |
| <p>1079. Theodore R. Helb
vs.
Western Maryland Railroad Company.
Filed June 7, 1913.</p> | <p>Alleged unreasonable increase of rate on full and empty beer kegs from York to East Berlin.
Closed August 4, 1913.</p> |
| <p>1081. Max Steinbach
vs.
Baltimore & Ohio Railroad Company.
Filed June 10, 1913.</p> | <p>In re passenger fare from non-agency stations.
Closed September 10, 1913.</p> |
| <p>1082. Edruga Kopan
vs.
Wilkes-Barre Railway Company.
Filed June 10, 1913.</p> | <p>In re height of steps on trolley cars.
Closed August 19, 1913.</p> |
| <p>1083. Hinman Brothers
vs.
Pennsylvania Railroad Company.
Filed June 5, 1913.</p> | <p>Excessive produce rate out of Philadelphia.
Closed December 2, 1913.</p> |

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1084. Frank P. Myers Listing of telephone.
vs.
The Bell Telephone Company of
Pennsylvania.
Western Union Telegraph Com-
pany.
Filed June 6, 1913. Closed August 4, 1913.
1086. Borough Council of Middlesex Alleged excessive rate of fare from West
vs. Middlesex to Sharon.
Republic Railway & Light Com-
pany.
Filed June 26, 1913. Closed December 8, 1913.
1087. American Freight, Audit & Stor- Alleged excessive rate covering 13 cars of
age Company empty beer carriers from Hastings to
vs. DuBois.
Pennsylvania Railroad Company,
New York Central & Hudson River
Railroad Company,
Buffalo, Rochester & Pittsburgh
Railway Company.
Filed June 28, 1913. Closed January 7, 1914.
1088. Hamburg Vitrified Brick Com- Alleged excessive rate on coal from Au-
pany burn and Sandingville to Hamburg.
vs.
Philadelphia & Reading Railway
Company.
Filed June 28, 1913. Closed December 2, 1913.
1089. American Plate Glass Company Alleged discriminatory demurrage charges
vs.
Kane & Elk Railroad Company.
Filed June 30, 1913. Closed May 6, 1914.
1090. W. G. Group Rate for telephone service.
vs.
York Telephone & Telegraph Com-
pany.
Filed July 1, 1913. Closed September 12, 1913.
1091. John Slicker Rate on hay Holden to Byrnedale.
vs.
Pennsylvania Southern Railroad
Company.
Filed June 7, 1913. Closed January 7, 1914.
1092. W. R. Wherry Unsafe condition of track and equipment.
vs.
Altoona Northern Railroad Com-
pany.
Filed July 7, 1913. Closed August 5, 1913.
1093. Residents of Indiana and West- Protesting against regulations requiring
moreland Counties shippers of milk from New Florence to
vs. load same on cars.
Pennsylvania Railroad Company.
Filed July 7, 1913. Closed September 10, 1913.
1094. Residents of Madera, et al. Train service between Clearfield and Ir-
vs. vona.
New York Central & Hudson River
Railroad Company.
Filed July 7, 1913. Closed June 16, 1914.

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Docket No.

1095. Crucible Steel Company of America
vs.
Pennsylvania Railroad Company.
Filed July 18, 1913. Switching and demurrage charge.
Closed January 8, 1914.
1096. A. D. Wingert, et al.
vs.
Western Maryland Railroad Company.
Filed July 12, 1913. Train service between Chambersburg and Shippensburg.
Closed January 7, 1914.
1097. Boroughs of Lansford, Tamaqua, Summit Hill and Coaldale
vs.
Eastern Pennsylvania Railways Company.
Filed July 16, 1913. Inadequate service and equipment.
Closed December 2, 1913.
1098. J. F. Meginnes
vs.
Philadelphia & Reading Railway Company.
Filed July 22, 1913. Rate of fare New Hope to Philadelphia.
Closed September 12, 1913.
1099. Paul Rudert
vs.
Saxonburg Telephone Company.
Filed July 25, 1913. Long distance rate Saxonburg to Pittsburg.
Dismissed February 19, 1914.
1100. William G. Blough
vs.
Baltimore & Ohio Railroad Company.
Filed July 25, 1913. Refusal to deliver freight to Jerome.
Pending.
1101. Town Council of the Borough of Tullytown
vs.
Trenton, Bristol & Philadelphia Street Railway Company.
Filed July 26, 1913. Rate of fare.
Closed December 2, 1913.

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TABLE OF COMPLAINTS
FILED WITH
THE PUBLIC SERVICE COMMISSION.



TABLE OF COMPLAINTS
FILED WITH
THE PUBLIC SERVICE COMMISSION
JULY 26, 1913, TO JUNE 30, 1914

Complaint
Docket No.

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|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| 1. William P. Brenz
vs.
Pennsylvania Railroad Company.
Filed July 31, 1913. | Rate on building stone, Foxcroft to Philadelphia.

Pending. |
| 2. James C. Yerkes
vs.
United States Express Company.
Filed July 31, 1913. | Alleged excessive rate on iron pulley wheel Reading to Birdsboro.

Closed September 23, 1913. |
| 3. The Duquesne Company
vs.
Baltimore & Ohio Railroad Company.
Filed August 4, 1913. | Delay in placing freight cars.

Withdrawn September 9, 1913. |
| 4. B. D. Northrup
vs.
The Manufacturers Light & Heat Company.
Filed August 4, 1913. | Alleged discriminatory rate for gas.

Closed January 7, 1913. |
| 5. W. A. Selts, et al.,
vs.
Jersey Shore Gas Company.
Filed August 7, 1913. | Inadequate service.

Closed March 4, 1914. |
| 6. E. W. Grant
vs.
The Bell Telephone Company of Pennsylvania.
Filed August 7, 1913. | Alleged unjust regulation in charging toll rate when party called is not secured.

Closed January 7, 1914. |
| 7. D. W. Van Camp
vs.
Plainfield Rural Bell Telephone Company.
Filed August 11, 1913. | Refusal of unincorporated company to furnish service at established rate.

Closed September 12, 1913. |
| 8. Mechanical Refrigerating Company
vs.
Wilkes-Barre Gas & Electric Company.
Citizens Electric Illuminating Company.
Filed August 12, 1913. | Alleged discriminatory rate for power favoring Pittston as compared with Wilkes-Barre.

Closed August 19, 1913. |
| 9. J. W. Cornish
vs.
Fairview Water Company.
Filed August 14, 1913. | Unjust regulation in requiring patrons to pay for installation of meters.

Closed January 23, 1914. |

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Docket No.

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|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10. James E. Decker
vs.
Ramey Water Company.
Filed August 14, 1913. | Inadequate service.

Closed September 12, 1913 |
| 11. Thomas C. Jenkins
vs.
American Express Company
Filed August 14, 1913. | Failure to make delivery of shipment of
butter consigned to non-agency station.

Closed October 31, 1913 |
| 12. W. A. Erdman
vs.
The Bell Telephone Company of
Pennsylvania.
Filed August 31, 1913. | Refusal to permit physical connection
between Bell lines and lines of Strouds-
burg & Bushkill Telephone Company.

Closed January 7, 1914. |
| 13. G. H. Stephanson
vs.
The Bell Telephone Company of
Pennsylvania.
Filed August 5, 1913. | Inadequate service.

Closed January 7, 1914. |
| 14. Charles H. J. Barnett
vs.
The Bell Telephone Company of
Pennsylvania.
Filed August 6, 1913. | In re telephone service.

Closed August 19, 1913. |
| 15. J. F. Meginnis
vs.
Philadelphia & Reading Railway
Company.
Filed August 12, 1913. | In re drinking water at station.

Closed January 20, 1914. |
| 16. Walter C. Reese
vs.
Pennsylvania Lighting Company.
Filed August 15, 1913. | Discontinuance of culinary gas service at
residence on account of an unpaid bill
for electric service at place of business.
Closed May 6, 1914. |
| 17. Mabel A. Purdy
vs.
Galeton-Eldred Water Company.
Filed August 18, 1913. | Regulations governing installation of ser-
vice lines.

Pending. |
| 18. Federal Steel Foundry Company
vs.
Pennsylvania Railroad Company.
Philadelphia & Reading Railway
Company.
Filed August 19, 1913. | Alleged excessive rate for transportation
of car of gas coal from Chester Steel
Casting Company, Chester, to Com-
plainant's plant at Chester.

Closed December 16, 1913. |
| 19. M. Callaghan
vs.
Springfield Consolidated Water
Company.
Filed August 20, 1913. | Excessive rates for water.

Pending. |
| 20. S. S. Johnson
vs.
Philadelphia & Reading Railway
Company.
Filed August 20, 1913. | Excessive rate for transportation of baled
hay from New Hope to Philadelphia.

Closed January 7, 1914. |

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21. The Slate Products Company
vs.
Lehigh & New England Railroad
Company.
Filed August 20, 1913. Issuance of bills of lading stamped "Shippers Load and Count".
Closed January 7, 1914.
22. Solomon F. Ulrich, et al.,
vs.
Reading Suburban Water Com-
pany.
Filed August 21, 1913. Inadequate service.
Closed January 7, 1914.
23. M. N. Bailey
vs.
The Bell Telephone Company of
Pennsylvania.
Filed August 25, 1913. Unjust and unreasonable charge for re-
moval of telephone to new location.
Dismissed January 7, 1914.
24. W. J. White
vs.
T. W. Philips Oil & Gas Com-
pany.
Filed August 29, 1913. Alleged overcharge in gas bill.
Closed October 8, 1913.
25. John S. Thompson
vs.
Lehigh Valley Transit Company.
Filed August 27, 1913. Excessive fare of 15 cents from Wales
Junction to Lansdale.
Closed January 7, 1913.
26. Auburn Shale Brick Company
vs.
Philadelphia & Reading Railway
Company.
Pennsylvania Railroad Company.
Filed August 29, 1913. Alleged refusal to issue reasonable joint
rate on brick, Auburn to Hazleton.
Closed September 26, 1913.
27. G. S. Markham
vs.
Northwestern Pennsylvania Rail-
way Company.
Filed September 2, 1913. Alleged variant rates on similar ship-
ments of lard and meat from Erie to
McKean, and objection to insurance fee
of ten cents on shipment.
Closed January 7, 1914.
28. Edwin D. Stouffer
vs.
Chambersburg, Greencastle &
Waynesboro Street Railway Com-
pany.
Filed September 3, 1913. Alleged excessive fare between Greencas-
tle and Waynesboro.
Pending.
29. C. E. Byrem
vs.
Riverton Consolidated Water Com-
pany.
Filed September 2, 1913. Failure to furnish water at residence at
North Riverton.
Closed November 29, 1913.
30. V. C. Dwyer
vs.
Central District Telephone Com-
pany.
Filed August 30, 1913. Refusal to continue contract for telephone
service under rates now in effect.
Closed September 24, 1913.
31. Robert Purse
vs.
Johnstown Water Company.
Filed August 22, 1913. Inadequate service.
Closed January 7, 1913.

Complaint
Docket No.

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| <p>32. Glen A. Warren
vs.
Northern Central Railway Com-
pany.
Filed September 2, 1913.</p> | <p>Request to have train No. 61 on the Sus-
quehanna & Elmira Division stopped
at Alba.

Closed January 7, 1913.</p> |
| <p>33. Henry B. Rea
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed September 9, 1913.</p> | <p>Higher rate for transportation of horses
from Hartstown to Bakerstown than
from Bakerstown to Hartstown.

Closed January 28, 1914.</p> |
| <p>34. Chas. W. Schrenk
vs.
The Bell Telephone Company of
Pennsylvania.
Filed September 12, 1913.</p> | <p>Alleged discrimination in refusing to in-
stall public telephone in place of busi-
ness at Philadelphia.

Closed January 7, 1914.</p> |
| <p>35. P. C. Wolf
vs.
Buffalo & Lake Erie Traction Com-
pany.
Filed September 12, 1913.</p> | <p>Petition for stop at point designated as
the "Wolf Stop."

Closed November 13, 1913.</p> |
| <p>36. S. M. Pensyl
vs.
Bear Gap & Numida Telephone
Company.
Filed September 15, 1913.</p> | <p>Discriminatory rate for telephone service.

Closed January 7, 1914.</p> |
| <p>37. A. B. Sperry
vs.
Central District Telephone Com-
pany.
Filed September 15, 1913.</p> | <p>Alleged inefficient service at "Wilkins"
Exchange.

Dismissed March 4, 1914.</p> |
| <p>38. Wyalusing Hay Company
vs.
Lehigh Valley Railroad Company.
Filed September 16, 1913.</p> | <p>Car shortage.

Closed January 7, 1914.</p> |
| <p>39. James L. Wolf
vs.
Philadelphia Rapid Transit Com-
pany.
Filed August 19, 1913.</p> | <p>Routing of cars.

Closed December 29, 1913.</p> |
| <p>40. Karl F. Miller, et al.
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed September 23, 1913.</p> | <p>Passenger train service on White's Creek
Branch.

Closed February 3, 1914.</p> |
| <p>41. Edward R. Geer
vs.
Warren Street Railway Company.
Filed September 23, 1913.</p> | <p>Inadequate service and equipment.

Closed January 20, 1914.</p> |
| <p>42. Edward R. Geer
vs.
Warren & Jamestown Street Rail-
way Company.
Filed September 23, 1913.</p> | <p>Petition for shelter station at Jackson
Run Road.

Dismissed January 20, 1914.</p> |

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Docket No.

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| <p>43. Charles H. Smith
vs.
Pennsylvania Railroad Company.
Filed September 23, 1913.</p> | <p>Higher rate of fare from Lemont to Lebanon than from Lebanon to Lemont.
Closed October 30, 1913.</p> |
| <p>44. Keystone Bone Fertilizer Company
vs.
Pennsylvania Railroad Company.
Filed September 24, 1913.</p> | <p>Rate on fertilizer Philadelphia to Free-mansburg.
Closed October 8, 1913.</p> |
| <p>45. Horace A. Keefer
vs.
The Bell Telephone Company of
Pennsylvania.
East Hanover Telephone Company.
Filed September 24, 1913.</p> | <p>Refusal to furnish telephone service.
Pending.</p> |
| <p>46. D. B. & W. J. Clark
vs.
Erie Railroad Company.
Filed September 25, 1913.</p> | <p>Rate on lumber from points on the Mead-ville Branch to Oil City.
Closed March 4, 1914.</p> |
| <p>47. Babcock Lumber Company
vs.
Pittsburgh, Westmoreland & Som-
erset Railroad Company.
Filed September 26, 1913.</p> | <p>Excessive rate on lumber Somerset to Laurel.
Closed January 7, 1914.</p> |
| <p>48. James G. McSparran
vs.
Lancaster, Oxford & Southern
Railway Company.
Filed September 26, 1913.</p> | <p>Excessive rate on fertilizer.
Closed February 3, 1914.</p> |
| <p>49. W. J. Schopp
vs.
Reading Transit Company.
Filed October 1, 1913.</p> | <p>Petition for stop at Ridge Avenue and Lauriston Street, Wissahickon.
Closed January 6, 1914.</p> |
| <p>50. Miners along the Schuylkill & Sus-
quehanna Branch.
vs.
Philadelphia & Reading Railway
Company.
Filed October 1, 1913.</p> | <p>Inadequate train service.
Closed March 5, 1914.</p> |
| <p>51. M. V. Sanderson
vs.
United Electric Company.
Filed October 1, 1913.</p> | <p>Refusal to furnish electric light at Com-plainant's place of business in Summer-dale.
Closed March 5, 1914.</p> |
| <p>52. Sunbury Table Works
vs.
Philadelphia & Reading Railway
Company.
Filed October 3, 1913.</p> | <p>Claim for overcharge.
Closed October 8, 1913.</p> |
| <p>53. A. F. Hoffsomer
vs.
Cornwall & Lebanon Railroad
Company.
Filed October 9, 1913.</p> | <p>Excessive rate of fare, Mount Gretna to Conewago.
Dismissed October 30, 1913.</p> |

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Docket No.

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| 54. Chas. F. Brown
vs.
Baltimore & Ohio Railroad Company.
Filed October 9, 1913. | Passenger train service, Pittsburgh to New Castle.

Closed December 16, 1913. |
| 55. L. P. Satterthwaite
vs.
Philadelphia & Reading Railway Company.
Filed October 10, 1913. | Alleged excessive rate on cattle Woodbourne to Philadelphia.

Closed October 30, 1913. |
| 56. The Magee Carpet Company
vs.
Philadelphia & Reading Railway Company.
Filed October 10, 1913. | Alleged excessive mileage collected for transportation from Bloomsburg to Philadelphia.

Closed November 19, 1913. |
| 57. Lem K. Hynicka
vs.
Lebanon Steam Company.
Filed October 14, 1913. | Excessive and discriminatory rate for steam heat.

Closed March 4, 1914. |
| 58. John J. Caine
vs.
Pennsylvania Railroad Company.
Filed October 15, 1913. | Claim for overcharge due to error in consigning.

Closed January 7, 1914. |
| 59. J. W. Pettis
vs.
Philadelphia & Reading Railway Company.
Filed October 15, 1913. | Loss occasioned by delay in transit of various shipments of country produce.

Closed January 6, 1914. |
| 60. City of Reading
vs.
Philadelphia & Reading Railway Company.
Filed October 7, 1913. | Petition for the elimination of certain grade crossings.

Pending. |
| 61. Pennsylvania Lumber Company
vs.
Sheffield & Tionesta Railway Company, et al.
Filed October 17, 1913. | Claim covering shipment of lumber from Sheffield to Oakdale.

Closed January 6, 1914. |
| 62. J. M. Wilson, et al.
vs.
Pennsylvania Railroad Company.
Filed October 22, 1913. | Insufficient heat on passenger train operated from Sligo to Lawsonham.

Closed October 31, 1913. |
| 63. Henry H. Carter
vs.
Columbia & Montour Electric Company.
Filed October 23, 1913. | Excessive rate for electric light and gas.

Closed January 7, 1914. |
| 64. William Newman
vs.
Erie Railroad Company.
Filed October 7, 1913. | Building of highway bridge over tracks of railroad.

Closed May 6, 1914. |
| 65. T. J. Hickey
vs.
Hanover & McSherrystown Street Railway Company.
Filed October 26, 1913. | Use of car for combined passenger and freight service.

Closed March 7, 1914. |

Complaint
Docket No.

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|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 66. Enoch T. Roberts, et al.
vs.
Philadelphia & Reading Railway
Company, et al.
Filed September 13, 1913. | Alleged excessive and discriminatory rate
for transportation of coal from Lehigh
District to Germantown and Chestnut
Hill, Philadelphia.
Pending. |
| 67. E. O. Shaffner
vs.
Harrisburg Gas Company.
Filed September 13, 1913. | Excessive charge for extending gas main.

Closed November 19, 1913. |
| 69. Borough of West Hazleton
vs.
Lehigh Coal & Navigation Com-
pany.
Filed October 30, 1913. | Excessive rate for electric lighting serv-
ice.

Closed January 7, 1914. |
| 70. A. J. Nordstrom
vs.
Adams Express Company.
Filed November 7, 1913. | Excessive rate on package, Port Alle-
gany, McKean County, to Turtlepoint,
McKean County.
Closed January 8, 1914. |
| 73. Moltz Brothers
vs.
New York Central & Hudson River
Railroad Company.
Filed November 12, 1913. | Higher rate for long than for short haul.

Closed January 21, 1914. |
| 74. F. W. Tunnell & Company, In-
corporated,
vs.
Pennsylvania Railroad Company.
Filed November 12, 1913. | Excessive rate of freight on fertilizer
from Philadelphia to West Salisbury.

Dismissed March 4, 1914. |
| 75. F. J. Schmoyer
vs.
Northern Central Gas Company.
Filed November 12, 1913. | Alleged unjust charge for gas consumed
during month of July, 1913.

Closed May 6, 1914. |
| 76. John R. Birkle
vs.
New York Central & Hudson River
Railroad Company.
Filed November 13, 1913. | Higher rate for long than for short haul.

Closed January 21, 1914. |
| 77. Stevenson, Sperring & Company
vs.
New York Central & Hudson River
Railroad Company.
Filed November 13, 1913. | Higher rate for long than for short haul

Closed January 21, 1914. |
| 78. Central Brick & Clay Company
vs.
New York Central & Hudson River
Railroad Company.
Filed November 17, 1913. | Higher rate on brick from Orviston to
Lock Haven than from Orviston to
Avis, a longer haul in the same direc-
tion.
Closed January 21, 1914. |
| 79. W. R. Garinger
vs.
Wilkes-Barre, Dallas & Harveys
Lake Railway Company.
Filed November 17, 1913. | Excessive fare, Wilkes-Barre to Dallas.

Closed March 17, 1914. |

Complaint
Docket No.

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>80. Doughten & Son
vs.
Pennsylvania Railroad Company.
Philadelphia & Reading Railway
Company.
Filed November 18, 1913.</p> | <p>Excessive rate on stone, Coshohocken and
West Conshohocken to Philadelphia.

Pending</p> |
| <p>81. Patton Clay Manufacturing Com-
pany
vs.
New York Central & Hudson River
Railroad Company.
Filed November 20, 1913.</p> | <p>Higher rate on brick from Patton to
Munson than from Patton to Wellsboro,
a longer haul in the same direction.

Closed January 21, 1914.</p> |
| <p>82. Clement H. Congdon
vs.
The Bell Telephone Company of
Pennsylvania.
Filed November 20, 1913.</p> | <p>Alleged discrimination in contract
charges.

Closed February 10, 1914.</p> |
| <p>83. William White, Jr.
vs.
The Bell Telephone Company of
Pennsylvania.
Filed November 21, 1913.</p> | <p>Excessive rate for service.

Pending.</p> |
| <p>84. J. B. Davis & Sons
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed November 24, 1913.</p> | <p>Alleged excessive rate on lumber from
Worth, to points in the vicinity of
Pittsburgh.

Closed March 3, 1914.</p> |
| <p>85. J. B. Furst
vs.
New York Central & Hudson River
Railroad Company.
Filed November 24th, 1913.</p> | <p>Higher rate on lumber from Heilwood to
Beech Creek than from Heilwood to
points beyond Beech Creek.

Closed March 5, 1914.</p> |
| <p>86. Chas. Dreifus Company
vs.
Philadelphia & Reading Railway
Company.
Filed November 25, 1913.</p> | <p>Alleged discrepancy in weight on carload
of scrap shipped from Wilkes-Barre to
Columbia.

Closed February 5, 1914.</p> |
| <p>87. D. M. Yerkes
vs.
Adams Express Company.
Filed November 25th, 1913.</p> | <p>Lack of wagon delivery service in Mil-
bourne Borough.

Closed January 6, 1914.</p> |
| <p>88. Hiram Swank's Sons
vs.
Pennsylvania Railroad Company.
Filed November 29, 1913.</p> | <p>Alleged that a higher rate was charged
than the rate quoted on a shipment of
fire brick from Johnstown to New Ken-
sington.
Closed January 6th, 1914.</p> |
| <p>89. Residents of Fairview
vs.
Lehigh Valley Railroad Company.
Filed December 1, 1913.</p> | <p>Petition for stop of one train a day at
Fairview.

Closed March 4, 1914.</p> |
| <p>90. P. H. Glatfelter Company
vs.
Philadelphia & Reading Railway
Company,
Western Maryland Railroad Com-
pany.
Filed December 2, 1913.</p> | <p>Alleged excessive and discriminatory rate
on waste paper, Philadelphia to Spring
Grove.

Closed March 4, 1914.</p> |

Complainant
Docket No.

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|---------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| 91. C. A. Cunningham
vs.
Pennsylvania Railroad Company.
Filed December 2, 1913. | Insufficient number of coaches on train No. 487 from Blairsville Intersection to Indiana on the evening of November 26.
Closed January 21, 1914. |
| 92. R. Einstein
vs.
Penn Public Service Company.
Filed December 3, 1913. | Excessive rate for electric service.
Closed March 4, 1914. |
| 93. Dilworth P. Vickers
vs.
Eureka Light, Heat & Power Company.
Filed December 4, 1913. | Refusal to extend service to Complainant's residence.
Closed January 3, 1914. |
| 94. James B. Bonner
vs.
The Bell Telephone Company of Pennsylvania.
Filed December 4, 1913. | Service and rates at Melrose.
Pending. |
| 95. Pastor Brothers
vs.
Waynesboro Water Company.
Filed December 8, 1913. | Alleged excessive charge for water.
Closed February 5, 1914. |
| 96. Neelyton Supply Company
vs.
East Broad Top Railroad & Coal Company.
Filed November 29, 1913. | Alleged unjust practice in requiring shippers of lumber to furnish strips for each car for which no credit is allowed.
Closed March 4, 1914. |
| 97. John Young
vs.
Baltimore & Ohio Railroad Company.
Filed December 11, 1913. | Alleged discrimination in rate for school tickets between Allison Park and Etna.
Closed February 19, 1914. |
| 98. Wayne Canfield
vs.
United States Express Company.
Filed December 12, 1913. | Delay and loss due to unreasonable routing of shipment of trees from Paxinos to Dallas.
Closed February 9, 1914. |
| 99. The Carpenter Steel Company
vs.
Metropolitan Electric Company.
Filed December 17, 1913. | Service and rates.
Pending. |
| 100. Alfred R. Houck
vs.
Philadelphia & Reading Railway Company.
Filed December 18, 1913. | Trespassing on tracks in Lebanon and vicinity.
Pending. |
| 101. Reese-Sheriff Lumber Company
vs.
New York Central & Hudson River Railroad Company.
Filed December 20, 1913. | Higher rate for shorter than for longer haul.
Closed February 18, 1914. |
| 102. E. H. Mawbry
vs.
Hamburg Electric Light Company.
Filed December 23, 1913. | Refusal to furnish service.
Closed February 18, 1914. |

Complaint
Docket No.

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>103. M. S. Kelley
vs.
City Transfer Company of Harris-
burg.
Filed December 26, 1913.</p> | <p>Excessive transfer charge on trunk from
Pennsylvania Railroad Station to 2124
North Third Street, Harrisburg.
Closed February 3, 1914.</p> |
| <p>104. Daniel Cessna
vs.
Pennsylvania Railroad Company.
Filed December 27, 1913.</p> | <p>Overcrowded cars, Altoona to Bedford.
Closed March 4, 1914.</p> |
| <p>105. W. D. Matheson, et al.
vs.
The Middletown & Swatara Con-
solidated Water Company
Filed December 27, 1913.</p> | <p>Alleged excessive rate for service.
Closed May 7, 1914.</p> |
| <p>106. Penn Steel Castings & Machine
Company
vs.
Philadelphia & Reading Railway
Company,
Pennsylvania Railroad Company.
Filed December 23, 1913.</p> | <p>Alleged discrepancies in weight on var-
ious shipments of coal.
Closed March 4, 1914.</p> |
| <p>107. T. L. Snyder
vs.
Maryland & Pennsylvania Rail-
road Company.
Filed December 29, 1913.</p> | <p>Withdrawal of agency station at Castle-
fin, York County.
Closed January 21, 1914.</p> |
| <p>108. Francis Brothers
vs.
Pennsylvania Railroad Company.
Filed December 30, 1913.</p> | <p>Alleged excessive weight on shipment of
apples from Moravia to New Wilming-
ton.
Closed March 17, 1914.</p> |
| <p>109. Chester H. Ashton
vs.
New York Central & Hudson River
Railroad Company.
Filed December 30, 1913.</p> | <p>Train service, Knoxville to Wellsboro.
Closed April 24, 1914.</p> |
| <p>110. W. C. Fulton, et al.
vs.
Buffalo, Rochester & Pittsburgh
Railway Company.
Filed January 23, 1914.</p> | <p>Alleged inadequate station facilities at
West Lebanon.
Pending.</p> |
| <p>111. Chamber of Commerce of Pitts-
burgh
vs.
Central District Telephone Com-
pany.
Filed November 19, 1913.</p> | <p>Alleged unjust increase in rates for tele-
phone service.
Pending.</p> |
| <p>112. United Commercial Travelers of
America
vs.
New York Central & Hudson River
Railroad Company.
Filed January 3, 1914.</p> | <p>Passenger train service on the Fall Brook
and Beech Creek Branch.
Closed April 7, 1914.</p> |
| <p>113. George C. Gochnauer, et al.
vs.
Riverton Consolidated Water Com-
pany.
Filed January 5, 1914.</p> | <p>Alleged excessive rates.
Pending.</p> |

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Docket No.

114. Louis N. McCarter
vs.
The Norristown Insurance &
Water Company.
Filed January 6, 1914. Alleged unjust and arbitrary charge made
to patrons owning automobiles.
Closed February 4, 1914.
115. C. D. Greno, et al.
vs.
Pittsburgh, McKeesport & West-
moreland Railroad Company.
Filed January 6, 1914. Excessive rate of fare between Greens-
burg and Jeanette.
Pending.
116. The New Jersey Zinc Company
vs.
Central Railroad Company of New
Jersey.
Filed January 8, 1914. Rate on coal from Lehigh and Wyoming
Regions to Hazard, Palmerton and Le-
high Gap.
Pending.
117. United Mine Workers of America
vs.
New York Central & Hudson River
Railroad Company.
Filed January 9, 1914. Insufficient heat on cars operated between
Blossburg and Morris Run.
Closed March 4, 1914.
118. Mrs. Gustav Menzel
vs.
The Bell Telephone Company of
Pennsylvania.
Filed January 9, 1914. Alleged unjust increase in rates.
Closed January 19, 1914.
119. C. T. Martin
vs.
Pittsburgh Railways Company.
Filed January 12, 1914. Alleged insanitary condition of cars
operated on the Bellevue Division.
Closed March 4, 1914.
120. Borough of Osceola Mills
vs.
Osceola Water Supply Company
Filed January 15, 1914. Alleged unjust increase in water rates.
Closed March 3, 1914.
121. Manufacturers Association of Lan-
caster
vs.
Pennsylvania Railroad Company.
Filed January 16, 1914. Excessive rates for transportation of bi-
tuminous coal from Clearfield District
to Lancaster.
Pending.
122. Greenebaum Brothers & Company
vs.
Pennsylvania Railroad Company.
Filed January 16, 1914. Excessive commutation fare from Phila-
delphia to Coatesville.
Pending.
123. C. S. Goerlich and J. J. Shonk
vs.
Bethlehem City Water Company.
Filed January 3, 1914. Alleged discriminatory rates.
Pending.
124. The Somerset Telephone Company
vs.
The Economy Telephone Stock
Company.
Filed January 12, 1914. Alleged discriminatory rates.
Closed June 3, 1914.

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Docket No.

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| 125. M. Glosser & Sons, et al.
vs.
Baltimore & Ohio Railroad Com-
pany,
Pennsylvania Railroad Company.
Filed January 15, 1914. | Rate for interchange of freight.

Closed May 12, 1914. |
| 126. Mutual Film Corporation
vs.
Adams Express Company.
Filed January 16, 1914. | Delay in delivery of shipments from Har-
risburg to the Scranton District.

Closed March 3, 1914. |
| 127. John M. Gray
vs.
Eastern Pennsylvania Light, Heat
& Power Company.
Filed January 17, 1914. | Defective meters.

Pending. |
| 128. W. A. Zelnicker Supply Company
vs.
Kane & Elk Railroad Company.
Filed January 17, 1914. | Demurrage charges.

Dismissed February 4, 1914. |
| 129. J. A. Cavauaugh
vs.
Pennsylvania Railroad Company.
Filed January 19, 1914. | Overcrowded condition of train No. 37
from Johnstown to East Liberty, De-
cember 26, 1913.
Closed February 7, 1914. |
| 130. Elias Sassaman
vs.
Lehigh Valley Transit Company.
Filed January 19, 1914. | Rate of fare, Allentown to Coopersburg.

Pending. |
| 131. John H. Patchiu
vs.
New York Central & Hudson River
Railroad Company.
Filed January 20, 1914. | Alleged discriminatory and excessive rate
of freight on brick from Mill Hall to
Buruside.

Closed March 5, 1914. |
| 132. Harry H. Murray, et al.
vs.
Duquesne Light Company.
Filed January 21, 1914. | Alleged discriminatory rates.

Withdrawn February 9, 1914. |
| 133. John A. Birkle
vs.
New York Central & Hudson River
Railroad Company.
Filed January 23, 1914. | Rate on Lumber, Waterville to Lansford.

Closed February 20, 1914. |
| 134. Borough of Aliquippa
vs.
Pittsburgh & Lake Erie Railroad
Company,
Aliquippa & Southern Railroad
Company.
Filed January 23, 1914. | Alleged inconvenient approaches to sta-
tion.

Pending. |
| 135. National Coal & Ice Company
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed January 24, 1914. | In re construction of siding.

Closed April 9, 1914. |

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Docket No.

136. Walter S. Ivins, et al.
vs.
Philadelphia & Reading Railway
Company.
Filed January 26, 1914. Location of Fortuna Station.
Closed April 22, 1914.
137. E. M. Sweet, et al.
vs.
Lehigh Valley Railroad Company.
Filed January 28, 1914. Service of train leaving Sayre at 9.30
o'clock A. M., arriving at Tunkhan-
nock at 1.45 o'clock P. M.
Closed February 20, 1914.
138. Residents of Antrim Township,
Franklin County,
vs.
Cumberland Valley Railroad Com-
pany.
Filed January 28, 1914. Discontinuance of Kauffman Station.
Dismissed June 3, 1914.
139. J. S. McCormick Company
vs.
Lehigh Valley Railroad Company.
Filed January 3, 1914. Alleged higher rate charged than that
quoted on car of coal dust from Mauch
Chunk to Berwick.
Closed March 4, 1914.
140. Curtis R. Sprengle
vs.
The Pennsylvania Company.
Filed January 17, 1914. Alleged excessive rate on shipment from
Spring Grove to Etna.
Closed May 6, 1914.
141. James Thompson and M. A. Han-
na and Company.
vs.
Erie County Electric Company.
Filed February 5, 1914. Alleged discriminatory rates.
Pending.
142. Elmer E. Jones
vs.
Philadelphia & Western Railway
Company.
Filed February 6, 1914. Alleged inconveniently high steps on cars.
Pending.
143. A. M. Weltmer's Sons, et al.
vs.
Edison Electric Illuminating Com-
pany.
Filed February 6, 1914. Alleged excessive rate for electric power
service.
Closed March 6, 1914.
144. Oliver M. Wright, et al.
vs.
Central District Telephone Com-
pany.
Filed February 7, 1914. Service and rates at Perry Exchange.
Closed April 7, 1914.
145. D. O. Kerr
vs.
Lake Erie, Franklin & Clarion
Railroad Company.
Filed February 27, 1914. Alleged inadequate passenger and freight
station facilities at Kingsville.
Pending.
146. J. B. G. Kinsloe & Sons
vs.
Susquehanna Traction Company.
Filed February 2, 1914. Excessive charge for carriage of news-
papers, Lock Haven to Mill Hall.
Closed March 5, 1914.

Complaint
Docket No.

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| 147. The Union Switch & Signal Com-
pany
vs.
Adams Express Company.
Filed February 5, 1914. | Refusal to accept shipment consigned to
an exclusive Wells-Fargo point.

Closed March 18, 1914. |
| 148. John S. Lloyd
vs.
Commonwealth Telephone Com-
pany.
Filed February 5, 1914. | Alleged discriminatory rates for service.

Closed March 9, 1914. |
| 149. V. K. Frey
vs.
York Water Company.
Filed February 6, 1914. | Excessive rates and payment of bills in
advance.

Closed June 3, 1914. |
| 150. Philip Giannotti
vs.
Potter Gas Company.
Filed February 17, 1914. | Alleged overcharge for gas lighting serv-
ice.

Closed March 3, 1914. |
| 151. Township of East Norriton
vs.
Lehigh Valley Transit Company.
Filed February 19, 1914. | Alleged excessive fare.

Closed May 6, 1914. |
| 152. Employees of United States Navy
Yard
vs.
Philadelphia Rapid Transit Com-
pany.
Filed February 20, 1914. | Routing of cars to Navy Yard.

Closed June 4, 1914. |
| 153. Residents of Chester and Vicinity
vs.
Southern Pennsylvania Traction
Company.
Filed February 20, 1914. | Inadequate and irregular service.

Closed May 6, 1914. |
| 154. Herman Kahn
vs.
Philadelphia & Reading Railway
Company.
Filed February 24, 1914. | Alleged insanitary condition of smoking
car of train operated between Milton
and West Milton.

Closed May 6, 1914. |
| 155. Harrison J. Nester
vs.
Philadelphia & Reading Railway
Company.
Filed February 17, 1914. | Damage by fire caused by sparks from
locomotives.

Closed April 7, 1914. |
| 156. Slate Belt Telephone & Telegraph
Company
vs.
Blue Mountain Telephone & Tele-
graph Company.
Filed February 18, 1914. | Discriminatory rates and failure to com-
ply with General Order No. 2.

Pending. |
| 157. Travclers Protective Association of
America
vs.
Pennsylvania Railroad Company.
Filed February 24, 1914. | Alleged discrimination in certain forms of
mileage tickets accepted for transporta-
tion over the Cornwall & Lebanon Rail-
road.
Closed March 21, 1914. |

Complaint
Docket No.

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|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 158. H. A. Bostdorff
vs.
Allentown & Reading Traction
Company.
Filed February 27, 1914. | Alleged inadequate service and equip-
ment.

Closed June 4, 1914. |
| 159. Germania Refining Company
vs.
Pennsylvania Company, et al.
Filed February 28, 1914. | Alleged higher rate for a shorter than for
a longer haul and petition for repara-
tion.
Pending. |
| 160. G. R. Hurd
vs.
Buffalo & Susquehanna Railroad
Company,
New York & Pennsylvania Rail-
way Company.
Filed March 3, 1914. | Alleged inadequate station facilities.

Pending. |
| 161. Wm. P. Brenz
vs.
Philadelphia, Baltimore & Wash-
ington Railroad Company.
Filed March 3, 1914. | Alleged excessive rate on stone and claim
for reparation due to lack of notice as
to increase in rates.
Pending. |
| 162. Manufacturers Association of York
vs.
Pennsylvania Railroad Company.
Filed March 4, 1914. | Rates on bituminous coal from the Clear-
field District to York.
Pending. |
| 163. W. H. Sharah
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed March 5, 1914. | Alleged dangerous condition at Braddock
Station.

Closed June 20, 1914. |
| 164. H. R. LeFevre, et al.
vs.
Philadelphia Railways Company.
Filed March 9, 1914. | Alleged inadequate service and equip-
ment.
Closed April 11, 1914. |
| 165. Thomas C. Baldrige
vs.
McKeesport & Duquesne Bridge
Company.
Filed March 12, 1914. | Alleged excessive toll charges.

Closed June 16, 1914. |
| 166. Mrs. James Turney
vs.
Tri-Cities Water Company.
Filed February 19, 1914. | Refusal to furnish service unless charges
are paid in advance.
Closed April 7, 1914. |
| 167. W. A. Edgar
vs.
New York, Susquehanna & West-
ern Railroad Company.
Filed March 10, 1914. | Passenger train service between Plains
and Pocono.

Closed July 21, 1914. |
| 168. R. Hickson
vs.
Pennsylvania Lines West of Pitts-
burgh.
Filed March 12, 1914. | Lack of drinking water on trains.

Pending. |

Complaint
Docket No.

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| 169. J. Howard Smale
vs.
Philadelphia & Reading Railway
Company.
Filed March 17, 1914. | Alleged inadequate freight station facilities at North Eighth Street, Reading.

Closed June 4, 1914. |
| 170. Residents of Borough of Conshohocken and Vicinity
vs.
Springfield Consolidated Water
Company.
Filed March 18, 1914. | Alleged unreasonable rates.

Pending. |
| 171. Borough of Schuylkill Haven
vs.
Schuylkill Haven Gas & Water
Company.
Filed March 19, 1914. | Inadequate water supply.

Pending. |
| 172. Johnstown Telephone Company
vs.
Windber Telephone Company.
Filed March 19, 1914. | Petition for interchange of service.

Pending. |
| 173. Schoen-Jackson Company
vs.
Adams Express Company.
Filed March 23, 1914. | Discontinuance of agency at Moylan Station, Delaware County.

Closed March 26, 1914. |
| 174. Borough of Lewistown
vs.
Penn Central Light & Power Company.
Filed March 21, 1914. | Alleged excessive and discriminatory rate for electricity.

Pending. |
| 175. Annie L. Kuhn
vs.
Hanover & McSherrystown Water
Company.
Filed March 23, 1914. | Refusal to supply water service until arrearages in water rent are paid.

Closed March 26, 1914. |
| 176. Whitehall Cement Manufacturing Company
vs.
Philadelphia & Reading Railway
Company.
Lehigh Valley Railroad Company.
Filed March 25, 1914. | Alleged excessive rate on limestone, Annville to Cementon.

Pending. |
| 177. C. A. Jayne, et al.
vs.
Lehigh Valley Railroad Company.
Filed March 30, 1914. | Petition for station facilities at Skinners Eddy, Wyoming County.

Pending. |
| 178. Clearfield Textile Company
vs.
Clearfield Water Company.
Filed March 31, 1914. | Alleged excessive rates for water.

Pending. |
| 179. Clearfield Brewing Company
vs.
Clearfield Water Company.
Filed March 31, 1914. | Alleged excessive rates for water.

Pending. |

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|------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| 180. | Clearfield Hotel Company
vs.
Clearfield Water Company.
Filed March 31, 1914. | Alleged excessive rates for water.

Pending. |
| 181. | David M. Beck
vs.
Susquehanna Township Water
Company.
Filed March 31, 1914. | Excessive rates and inadequate service.

Pending. |
| 182. | A. M. Strayborn, et al.
vs.
Philadelphia & Reading Railway
Company.
Filed April 1, 1914. | Train service on Middle Creek Branch.

Pending. |
| 183. | Findlay Clay Pot Company
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed April 2, 1914. | Excessive rate for switching charge.

Pending. |
| 184. | Mrs. Mary F. Grattan
vs.
The Hallstead Water Company.
Filed April 6, 1914. | Alleged excessive rates for water service.

Pending. |
| 185. | Borough of New Philadelphia
vs.
Eastern Pennsylvania Railways
Company.
Filed April 10, 1914. | Alleged inadequate service between Potts-
ville and New Philadelphia.

Pending. |
| 186. | Keystone Coal & Coke Company
vs.
Pennsylvania Railroad Company.
Filed April 15, 1914. | Rate on coal, Portage to Eldorado.

Closed May 29, 1914. |
| 187. | Solon C. Thayer, et al.
vs.
Beaver Valley Water Company.
Filed April 22, 1914. | Rates and service.

Pending. |
| 188. | Solon C. Thayer, et al.
vs.
Beaver Valley Water Company.
Filed April 22, 1914. | Rates and service.

Pending. |
| 189. | J. E. Callahan, et al.
vs.
Erie Railroad Company.
Filed April 17, 1914. | Discontinuance of trains 219 and 220,
Greenville to Meadville.

Pending. |
| 190. | Robert W. Mehald, et al.
vs.
New Wilmington Water Supply
Company.
Filed April 23, 1914. | Alleged unjust and unreasonable rates for
service.

Pending. |
| 191. | Bondholders of the Allegheny Val-
ley Water Company
vs.
Borough of Tarentum.
Filed April 23, 1914. | Alleged injustice to Complainant by un-
fair competition in the matter of rates.

Pending. |

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|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| 192. | Borough of Apollo
vs.
Apollo Water Works Company.
Filed May 2, 1914. | Alleged excessive rates for water for fire protection.

Pending. |
| 193. Industrial Railways Cases. | | |
| 193-1. | Aliquippa & Southern Railroad Company
Pittsburgh & Lake Erie Railroad Company.
Filed April 15, 1914. | In re allowances to short line or Industrial Railroads.

Pending. |
| 193-2. | Monongahela Connecting Railroad Company
vs.
Pittsburgh & Lake Erie Railroad Company,
Pennsylvania Railroad Company,
Baltimore & Ohio Railroad Company.
Filed April 8, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-3. | National Tube Company
vs.
Baltimore & Ohio Railroad Company,
Pennsylvania Railroad Company,
Pittsburgh & Lake Erie Railroad Company.
Filed April 26, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-4. | Carnegie Steel Company
vs.
Pennsylvania Railroad Company,
et al.
Filed April 25, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-5. | American Steel & Wire Company
vs.
Pennsylvania Railroad Company,
et al.
Filed April 25, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-6. | Universal Portland Cement Company
vs.
Pennsylvania Railroad Company,
et al.
Filed April 25, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-7. | Union Railroad Company
vs.
Baltimore & Ohio Railroad Company, et al.
Filed April 28, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-8. | Pittsburg, Allegheny & McKees Rocks Railroad Company
vs.
Pittsburgh & Lake Erie Railroad Company, et al.
Filed April 30, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| 193-9. Kane & Elk Railroad Company
vs.
Baltimore & Ohio Railroad Company.
Filed April 30, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-10. South Shore Railroad Company
vs.
Pittsburgh & Lake Erie Railroad Company,
Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company.
Filed April 30, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-11. Valley Railroad Company
vs.
Baltimore & Ohio Railroad Company, et al.
Filed May 9, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-12. Bethlehem Steel Company
vs.
Lehigh Valley Railroad Company, Philadelphia & Reading Railway Company.
Filed May 12, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-13. Northampton & Bath Railroad Company
vs.
Delaware, Lackawanna & Western Railroad Company,
Lehigh & New England Railroad Company.
Filed May 12, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-14. Cambria Steel Company
vs.
Pennsylvania Railroad Company, Baltimore & Ohio Railroad Company.
Filed May 13, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 193-15. Pittsburgh & Allegheny River Railroad Company
vs.
Pennsylvania Railroad Company, Baltimore & Ohio Railroad Company.
Filed May 22, 1914. | In re allowance to Short Line or Industrial Railroads.

Pending. |
| 194. Pittsburgh Steel Company
vs.
Pennsylvania Railroad Company, Pittsburgh & Lake Erie Railroad Company.
Filed March 10, 1914. | Withdrawal of commodity rates on crude limestone to Monessen.

Pending. |
| 195. Borough of Clifton Heights
vs.
Springfield Consolidated Water Company.
Filed January 26, 1914. | In re service and rates.

Pending. |
| 196. Borough of Morton
vs.
Springfield Consolidated Water Company.
Filed April 6, 1914. | In re rates and service.

Pending. |

Complaint
Docket No.

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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| 197. Charles L. Dallas, et al.
vs.
Pennsylvania Railroad Company.
Filed April 8, 1914. | Petition against the removal of station agent at Wolfsburg, Bedford County.
Pending. |
| 198. W. H. Parmer, et al.
vs.
Ohio Valley Passenger Railway Company.
Filed April 23, 1914. | Petition for the issuance of a commutation ticket from Industry to Vanport, and from Industry to the Ohio and Pennsylvania State line.
Pending. |
| 199. West Reading Fire Company No. 1
vs.
West Reading Water Company.
Filed April 29, 1914. | Alleged excessive rates charged for water for sprinkling the streets of the Borough.
Pending. |
| 200. Pennsylvania Utilities Company
vs.
Lehigh Navigation Electric Company.
Filed April 29, 1914. | Alleging that Respondent is unlawfully engaging in business in territory served by Complainant.
Pending. |
| 201. James Barr
vs.
Pennsylvania Railroad Company.
Filed May 5, 1914. | Damage to farm lands by sparks from locomotives.
Closed June 4, 1914. |
| 202. John H. Risdon
vs.
Philadelphia Rapid Transit Company.
Filed May 8, 1914. | In re service.
Pending. |
| 203. Crawford & Bunce, et al.
vs.
Pennsylvania Railroad Company,
Pittsburgh, Cincinnati, Chicago &
St. Louis Railway Company,
The Pennsylvania Company,
Baltimore & Ohio Railroad Company.
Filed May 13, 1914. | Excessive and unreasonable class rates on fruit and produce from Pittsburgh to various points in Pennsylvania.
Pending. |
| 204. Chas. F. Felin & Company
vs.
The Bell Telephone Company of Pennsylvania.
Filed May 13, 1914. | Removal of attachment to receiver of telephone.
Dismissed June 16, 1914. |
| 205. John A. Ernst, et al.
vs.
Glenside Water Company.
Filed May 14, 1914. | In re rates and service.
Pending. |
| 206. Boroughs of Shenandoah, Ashland,
Girardville and Mahanoy City
vs.
Schuylkill Railways Company.
Filed May 15, 1914. | Alleged inadequate service and excessive rates.
Pending. |
| 207. Deaves & Moore
vs.
Springfield Consolidated Water Company.
Filed April 24, 1914. | Refusal to extend main to furnish service.
Closed June 4, 1914. |

Complaint
Docket No.

208. American Window Glass Company vs. Pennsylvania Railroad Company. Proposed increase in rates on coal from Penn, Biddle, Irwin and Hahntown to Jeannette. Filed April 29, 1914. Pending.
209. High Grade Oil Company, Incorporated, vs. Baltimore & Ohio Railroad Company. Rate and routing of shipment of gasoline from Bruin to Kane. Filed May 5, 1914. Pending.
210. Birdsboro Stone Company vs. Philadelphia & Reading Railroad Company. Rates on stone, Trap Rock to Birdsboro. Filed May 19, 1914. Pending.
211. Pennsylvania Rubber Company vs. Pennsylvania Railroad Company. Advance in rates on coal from Penn Station to Jeannette, effective June 1, 1914. Filed May 20, 1914. Pending.
212. W. H. Kalbfleisch vs. Gettysburg Gas Company. Alleged excessive rates and inferior quality of gas. Filed May 20, 1914. Pending.
213. Spotting rate cases.
- 213-1. Industrial Traffic Association vs. Pennsylvania Railroad Company. In re spotting rates. Filed May 4, 1914. Pending.
- 213-2. Mount Union Refractories Company vs. Pennsylvania Railroad Company. In re spotting rates. Filed May 12, 1914. Pending.
- 213-3. Harbison-Walker Refractories Company vs. Pennsylvania Railroad Company. In re spotting rates. Filed May 15, 1914. Pending.
- 213-4. Carnegie Steel Company vs. Erie Railroad Company, Pennsylvania Railroad Company, Pittsburgh & Lake Erie Railroad Company. In re spotting rates. Filed May 13, 1914. Pending.
- 213-5. Mount Union Silica Brick Company vs. Pennsylvania Railroad Company. In re spotting rates. Filed May 15, 1914. Pending.

Complaint
Docket No.

- 213-6. Hammermill Paper Company In re spotting rates.
vs.
Pennsylvania Railroad Company,
Lake Shore & Michigan Southern
Railway Company.
Filed May 15, 1914. Pending.
- 213-7. Charles Warner Company In re spotting rates.
vs.
Pennsylvania Railroad Company.
Filed May 16, 1914. Pending.
- 213-8. American Sheet & Tin Plate Com- In re spotting rates.
pany
vs.
Baltimore & Ohio Railroad Com-
pany.
Filed May 18, 1914. Pending.
- 213-9. Lockhart Iron & Steel Company In re spotting rates.
vs.
Pittsburgh & Lake Erie Railroad
Company.
Filed May 23, 1914. Pending.
- 213-10. McClintic-Marshall Construction In re spotting rates.
Company
vs.
Baltimore & Ohio Railroad Com-
pany.
Pittsburgh & Lake Erie Railroad
Company.
Filed May 19, 1914. Pending.
214. Keystone Coal & Coke Company In re rate on cannel coal, Clearfield to
vs. Osterburg.
Pennsylvania Railroad Company.
Filed May 15, 1914. Pending.
215. Cecilia H. Rivett Alleged failure of gas meter to register
vs. correctly.
Equitable Gas Company.
Filed May 21, 1914. Pending.
216. George M. Philips Alleged discrimination in refusing to at-
vs. tach a coin box for use on long distance
The Bell Telephone Company of calls.
Pennsylvania.
Filed May 21, 1914. Pending.
217. R. T. Mogle Train service from Rossiter to Punxsu-
vs. tawney.
New York Central & Hudson River
Railroad Company.
Filed May 21, 1914. Pending.
218. Westmoreland Specialty Company Alleged unreasonable increase in rates on
vs. coal from Biddle Station and Penn
Pennsylvania Railroad Company. Siding to Grapeville.
Filed May 22, 1914. Pending.
219. Raymond A. Finney Alleged discrimination in refusing to fur-
vs. nish service.
C. D. Hazeltine Water Company.
Filed May 23, 1914. Pending.

Complaint
Docket No.

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| 220. Charles E. Cowley
vs.
Lehigh Valley Railroad Company.
Filed May 27, 1914. | Alleged inefficient spark arresters in use
on locomotives operated on Lizard Creek
Branch.
Pending. |
| 221. Delaware River Steel Company
vs.
Pennsylvania Railroad Company,
Philadelphia, Baltimore & Wash-
ington Railroad Company.
Filed May 22, 1914. | Alleged improper demurrage charges.

Pending. |
| 222. D. M. Rodeffer
vs.
Lehigh Valley Transit Company.
Filed May 27, 1914. | In re rate between Norristown and Per-
kasie.
Pending. |
| 223. W. C. Musser
vs.
Lewistown & Reedsville Water
Company.
Filed May 30, 1914. | Alleged excessive rate for fire plug.

Pending. |
| 224. S. L. Hower
vs.
Reading Transit Company.
Filed May 30, 1914. | Regulations governing issuance of trans-
fers in Lebanon.
Pending. |
| 225. Stroudsburg & Bushkill Telephone
Company
vs.
Pocono Telephone Company.
Filed June 1, 1914. | Alleged encroachment of right-of-way and
construction of line without permission
of the Commission.
Pending. |
| 226. Borough of Freemansburg
vs.
Freemansburg Street Railway
Company.
Filed June 3, 1914. | Alleged violation of ordinance with re-
spect to granting of transfers and ex-
changes.
Pending. |
| 227. Pittsburgh Plate Glass Company
vs.
Pennsylvania Railroad Company.
Filed June 10, 1914. | Alleged unjust demurrage charge.

Pending. |
| 228. Sun Company
vs.
Pennsylvania Railroad Company,
Baltimore & Ohio Railroad Com-
pany,
Western Maryland Railway Com-
pany,
New York Central & Hudson River
Railroad Company.
Filed June 1, 1914. | Unjust advance in rates on coal destined
within the capes.

Pending. |
| 229. Clarence Messersmith
vs.
Panther Valley Water Company.
Filed June 3, 1914. | Alleged inadequate service in the Borough
of Lansford, Carbon County.
Pending. |

Complaint
Docket No.

239. Lewis Boyer, et al.
vs.
Pennsylvania Railroad Company,
et al.
Filed June 19, 1914. Proposed increase in rate on coal con-
signed to Philadelphia for harbor de-
livery.
Pending.
240. Evan T. Whildin
vs.
Central Railroad Company of New
Jersey.
Filed June 19, 1914. Train connections at Tamaqua with trains
of the Philadelphia & Reading Railway
Company.
Pending.
241. John Korb
vs.
Sheffield & Tionesta Railroad Com-
pany.
Filed June 24, 1914. Rate on shipment of household goods from
Tionesta to Warren.
Pending.
242. Frank D. Geer
vs.
Cambria Incline Plane Company.
Filed June 26, 1914. Excessive rates for carriage of passengers
and vehicles.
Pending.
243. Health District of the Borough of
Ellwood City
vs.
Pittsburgh, Harmony, Butler &
New Castle Railway Company.
Filed June 27, 1914. Failure to provide drinking water and
toilet accommodation.
Pending.
244. Ferncliffe Fishing Club
vs.
Pennsylvania Railroad Company.
Filed June 29, 1914. Train service, Harrisburg to Benton.
Pending.
245. C. C. Fiscus
vs.
Philadelphia & Reading Railway
Company.
Filed June 29, 1914. Train service to and from Allentown.
Pending.
246. Edward G. Meter
vs.
Metropolitan Electric Company.
Filed June 30, 1914. Excessive rates for electric current used
for lighting and power purposes.
Pending.
254. John J. McEntee, et al.
vs.
Philadelphia & Reading Railroad
Company.
Filed June 20, 1913. Praying for establishment of crossing over
the tracks of the Philadelphia & Read-
ing Railway Company at a point
known as "Transfer Sheds."
Pending.



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REPORTS OF COMPLAINTS
FILED WITH
PENNSYLVANIA STATE RAILROAD COMMISSION
AND DETERMINED BY
THE PUBLIC SERVICE COMMISSION.

January 1, 1913 to June 30, 1914.



COMPLAINT DOCKET NO. 1046.

S. C. WALKER AND COMPANY
 vs.
 PHILADELPHIA & READING RAILWAY
 COMPANY. } Alleged excessive rate on fertilizer
 from Philadelphia to Chadd's
 Ford.

Filed March 29, 1913.—Closed August 4, 1913.

This complaint arose as to the rates assessed on fertilizer from Philadelphia to Chadd's Ford, it being alleged that it was discriminatory as between the rates charged from Philadelphia to Baltimore, a longer haul in the same direction, and with a further allegation that a lower rate is charged by the Pennsylvania Railroad Company for the same haul.

In answer, the Respondent averred that the joint rate to Baltimore had no bearing on the case, as it is what is known as a "Water competitive rate," to meet conditions by reason of water lines making a very low rate from Philadelphia to Baltimore, and that the route by its line to Chadd's Ford is 99 miles as compared with 28 miles via the Pennsylvania Railroad.

A copy of this answer was forwarded to the Complainant, and as nothing further was heard from it, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1070.

JACOB FELD
 vs.
 ERIE RAILROAD COMPANY,
 THE DELAWARE & HUDSON COMPANY. } Alleged excessive freight rate on
 two cars of scrap.

Filed May 23, 1913.—Closed August 4, 1913.

Complaint was made against an alleged excessive rate charged on two cars of scrap iron from the Erie Railroad Company's yard at Scranton to the Complainant's yard, a distance of six miles, the shipment moving on the Erie Railroad and Delaware and Hudson Companies' lines.

Both Respondents in answer admitted an overcharge, on the shipments in question, and advised that they stood ready to make refund upon the receipt of the original bills of lading.

This information was communicated to the Complainant, and in reply he advised that the proper refund had been made, and the case was accordingly marked closed.

COMPLAINT DOCKET NO. 1075.

F. B. SMITH, ET AL.,
 vs.
 ERIE RAILROAD COMPANY. } In re station facilities and train
 accommodations at Blossburg.

Filed May 1913.—Closed August 4, 1913.

This complaint was in the form of a petition by a citizens committee of Blossburg, Tioga County, alleging inadequate mail and railroad service and insanitary and dangerous condition of the equipment used upon the Respondent's line.

The Respondent, in answer, denied the material allegations of the complaint, averring that its coaches and station house at Blossburg were kept in good sanitary condition and well lighted.

The Commission advised the Complainant that it had no jurisdiction over the mail facilities at Blossburg and that complaints in this respect should be made to the Post Office Department at Washington. It stated, however, that if the railroad facilities at Blossburg were such as to inadequately meet the demands of the public, that it would take up this phase of the complaint and have an inspection of the premises made by a representative of the Commission, if the Complainant so desired.

No further advices were received from the Complainant, and the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1077.

J. SHARON McDONALD	}	Petition for flag stop of train No. 158 at Braddock.
vs.		
WAYNESBURG & WASHINGTON RAIL-		
ROAD COMPANY.		

Filed June 3, 1913.—Closed August 4, 1913.

Complaint was made of the refusal of the Respondent to stop train No. 158 at Braddock on flag, alleging that there was no train going eastward (which stopped at Braddock) between 6.38 o'clock A. M. and 3.18 o'clock P. M.

The Complainant, upon the occasion of a personal visit at the office of the Commission, stated that he would endeavor to furnish additional information in the support of his complaint.

Nothing further was heard from the Complainant in the matter, and the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1084.

FRANK P. MYERS	}	Listing of telephone.
vs.		
THE BELL TELEPHONE COMPANY OF		
PENNSYLVANIA.		
WESTERN UNION TELEGRAPH COM-		
PANY.		

Filed June 16, 1913.—Dismissed August 4, 1913.

The Complainants averred that up until just prior to the complaint being filed the Bell Telephone Company of Pennsylvania would accept telephone messages from the telephone, White Marsh-1726A, and charge the message to telephone, Chestnut Hill-616, the former being listed as a residence 'phone of one of the partners, and the latter 'phone being the business telephone. The Respondent in answer stated that it had made arrangements to continue accepting messages to the Telegraph Companies over the White Marsh exchange, and charge the same to the Telephone listed as Chestnut Hill 616, and as this apparently satisfied the Complainant, the case was marked closed.

COMPLAINT DOCKET NO. 1079.

THEODORE R. HELB
vs.
WESTERN MARYLAND RAILWAY
COMPANY.

} Unreasonable increase in freight
rates.

Filed June 7, 1913.—Closed August 4, 1913.

The Complainant alleged that the Respondent Company had on May 16th, 1913, unjustly increased the rate in freight from York to East Berlin, in Adams County, from the former rate of 9 cents to 15 cents per one hundred pounds on beer in kegs, and from the former rate of 8 cents to 12 cents per one hundred pounds on empty beer kegs.

The Respondent, in its answer, explained that when checking over its rates, it was discovered that lower rates were in effect on this article from York to East Berlin than from York to Berlin Junction, a point more distant from York than East Berlin; and that in order to eliminate the violation of the Long and Short Haul Clause of the Constitution, the East Berlin rates were made to apply to Berlin Junction.

The Commission advised the Complainant that as he had made no allegation as to the excessiveness or unreasonableness of the rates, but had merely complained of the injustice of the increase, which increase the answer of the Respondent satisfactorily explained, the Commission could not proceed further unless the petition would be amended to include a complaint against the rates themselves, which not being forthcoming, the Commission assumed that the Complainant acquiesced in its finding on the matter, and ordered the case closed.

COMPLAINT DOCKET NO. 1067.

SPECTOR'S DEPARTMENT STORE
vs.
YORK TELEPHONE & TELEGRAPH
COMPANY.

} Alleged discrimination through
granting one year contracts to
one class of subscribers, and re-
quiring five year contracts of
other subscribers.

Filed May 19, 1913.—Closed August 4, 1913.

Spector's Department Store at New Freedom, a town south of York, complained that the York Telephone and Telegraph Company had refused to install a telephone in Complainant's place of business except under a five year contract, whereas, patrons in the City of York and the territory immediately adjacent thereto, are furnished telephone service on one year contracts.

The Respondent contended its rural lines were so expensive to supply and maintain, that it became necessary to require a five year contract to justify the investment involved in extending its line to the various subscribers at scattered locations in such districts, but stated its willingness in the event of death of a subscriber going out of business or unable to afford the payments, to cancel such contract, and that this practice was uniform with the exception only of its service in and about the City of York.

The Manager of the Respondent Company having requested an opportunity to appear before the Commission for the purpose of explaining the reasons actuating it in insisting upon the two classes of contracts, the Complainant was invited

also to appear informally before the Commission at the same time, but the Complainant failing to respond to this invitation and the methods of the Respondent not appearing to be reprehensible, as explained to the Commission by its representative, the case was ordered closed.

COMPLAINT DOCKET NO. 1054.

<p>JOHN J. HENDERSON vs. THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.</p>	}	<p>Refusal to continue service except at increased rate.</p>
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Filed August 21, 1913.—Closed August 4, 1914.

The Complainant, J. J. Henderson, of Philadelphia, submitted to the Pennsylvania State Railroad Commission correspondence with the Bell Telephone Company of Pennsylvania indicating that that Company had notified Complainant, in writing, of its intention within two weeks after said notice to cancel the contract under which it had theretofore been furnishing telephone service to Complainant's residence in Melrose, coupled with an offer to substitute therefor a new contract at the different rates, which rates, the Complainant avers, would mean increased cost to him for his telephone service.

The particular thing that the Complainant requested the Commission to do was to "estop the Respondent from discontinuing his service." This the Commission could not do, for the reason that the contract made by respondent with the Complainant contained a clause reading that, after the expiration of one year, the contract was subject to cancellation upon "10 days notice in writing by either party," and over such a contract stipulation the Commission could exercise no control, and the Complainant was so advised, with the suggestion that should he deem the rates demanded under the new contract to be excessive or unreasonable, the Commission will be willing to hear proof thereof, after which further action would be taken.

To this communication the Complainant did not respond, and the case was accordingly closed for lack of prosecution.

COMPLAINT DOCKET NO. 941.

<p>JOHNSTOWN TELEPHONE COMPANY vs. CENTRAL DISTRICT & PRINTING TELEGRAPH COMPANY.</p>	}	<p>Furnishing telephone service to business houses in city of Johnstown at residence rates.</p>
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Filed October 5, 1912.—Closed August 4, 1913.

The Complainant alleged that the Respondent was furnishing telephone service in the city of Johnstown and other localities in Cambria County to business establishments at residence rates, and that the Respondent's solicitors were still engaged in soliciting new business among business men at residence rates, and that by the inducements offered by the Respondent to patrons of the Complainant, many of them were persuaded to cancel their contracts with the Complainant.

In answer, the Respondent, taking up *seriatim* the places of business referred to in the complaint where it was alleged telephone service was installed at resi-

dence rates, denied the allegations of the Complainant except in four cases, where the telephone instruments were located in the place of business, and in those instances it stated the classification would be changed from "residence" to "business." The Respondent averred that it was its desire to deal with all its patrons without discrimination, but that in the cases where they erred in permitting small business concerns service at residence rates the subscribers would be required to change to a "business" basis.

In commenting upon the answer of the Respondent the Complainant denied many of the averments of the answer, but stated that inasmuch as the matter involved would be governed by the Public Utility Act about to become effective, and that the Respondent seemed to be curing some of the evils complained of, the case be held in abeyance until it is determined whether or not it will be necessary to submit proof of the charges alleged.

After a delay during which time no advice was received from Complainant, the case was accordingly marked closed.

COMPLAINT DOCKET NO. 876.

BOROUGH OF MINERSVILLE
vs.
PEOPLE'S RAILWAY COMPANY.

} Inadequate passenger and freight
station facilities at Minersville.

Filed May 21, 1912.—Closed August 4, 1913.

Complaint was made against the inadequate station facilities of the Respondent at Minersville, alleging insufficient seating capacity, insufficient lighting, heating and toilet facilities. It was further alleged that freight was allowed to remain in the waiting room of the station over night, not only crowding the already overcrowded waiting room, but by the very nature of things producing an odor to the discomfort of the patrons of the Respondent. Also that the station was closed at nine o'clock P. M., whereas their cars ran until twelve o'clock midnight. Other allegations were made as to the inconvenience to which the patrons of the Respondent were subjected by reason of inadequate facilities.

The Respondent, in answer, denied the necessity for additional accommodations, averring that those afforded compared favorably with the accommodations afforded by other railway companies operating under similar conditions.

Commenting upon the answer the President of the Borough denied the material averments of the answer filed by the Respondent and requested that a date for hearing be appointed.

A hearing was held in the Council Chamber of the Borough of Minersville August 1, 1913, at which testimony was taken and forms a part of the record in the case.

Upon receipt of advice from the Respondent that certain improvements recommended had been made, the case was marked closed.

Subsequently the Complainant alleged that the station was not being kept open during the hours when cars were operated, and that being one of the grounds of complaint, asked that a recommendation be made by the Commission.

The Commission advised the Respondent that, in its judgment, the station in question is of no practical use unless it is kept open for the accommodation of the passengers from the time the first car is operated to and from that station in the morning until the conclusion of its operation at night.

Later a communication from the Respondent advising that in accordance with the views of the Commission, the station would be kept open during the hours of operation from said station, and thus the final cause of complaint having been moved, the case was marked closed.

COMPLAINT DOCKET NO. 986.

TERMINAL COAL COMPANY
vs.
PENNSYLVANIA RAILROAD COMPANY. } Demurrage charge.

Filed December 17, 1912.—Closed August 5, 1913.

Complaint was made against an alleged excessive demurrage charge on coal shipped to the Complainant. The Complainant claims that the delay in unloading was due to the fact that the coal was frozen when received, thus delaying the Complainant in unloading.

In answer, the Respondent maintained that the charges assessed were liable and proper under its published tariff.

After a full consideration of the facts before it, the Commission rendered the following

OPINION.

The Commission having carefully considered your communications respecting the complaint of the Terminal Coal Company and the papers submitted in connection therewith, ascertain the facts as follows:

At the time the cars in question were constructively delivered to the Complainant the coal was in such frozen condition as to be incapable of being unloaded within the prescribed free time, but from time to time, subsequent to those dates, the cars were moved and placed for actual unloading and the unloading accomplished as rapidly as possible, this actual delivery being somewhat delayed in consequence of the time actually required for such unloading. Thus the cars being so frozen when constructively delivered as to prevent their prompt unloading, the actual unloading of them seems to have been accomplished as rapidly as the condition of the coal would permit.

The Respondent now seeks to charge the Complainant with demurrage on the ground that, after actual placement, the Complainant was able, by use of great effort, to unload the cars within the free time period from such actual placement, but, it appears to the Commission that, under the Demurrage Rules cited by Respondent, it would be authorized to collect only such demurrage as might accrue from the time when, after constructive placement, the cars become in such condition as to permit of unloading in the usual way up to the time when they were actually unloaded, after allowing the free time period to be deducted therefrom.

For instance, if the cars were placed constructively on the 5th of the month and by reason of their frozen condition could not then be unloaded, and still remaining in that constructive delivery position on the 7th had so thawed out that they could be unloaded in the ordinary manner and were not actually delivered and unloaded until, say the 11th, then from the period when they became capable of being unloaded, say the 7th, up until the time they were actually unloaded and released, less two days' free time allowed by the Rules, a charge for demurrage would probably accrue; but, if, on the other hand, taking the dates already mentioned, the cars remained in such frozen condition from the time of constructive delivery up until actual delivery and were then only unloaded by means of unusual effort, and that accomplished within the free period, the Company would not be entitled to make any demurrage charge.

The facts do not seem to be controverted at all—Respondent's Agent's statement being in accord with that of the Complainants.—The foregoing views apply only, of course, to the cars engaged in intrastate traffic, and we assume no right to speak about the demurrage accruing on the cars engaged in interstate traffic.

It is, therefore, the opinion of the Commission that no demurrage should be charged on any cars which, by reason of the frozen condition of the cargo, were incapable of being unloaded within the free period after the constructive delivery, and were unloaded within the period after the condition of the coal admitted of that being done.

The Respondent advised that inasmuch as all but one of the cars in question were engaged in interstate traffic, with the permission of the Commission it would prosecute the claim in court. The Commission advised that upon this point it had no opinion to express.

The case was marked closed.

COMPLAINT DOCKET NO. 987.

<p>W. B. BELL vs. PENNSYLVANIA LINES WEST OF PITTSBURGH.</p>	}	<p>Alleged insufficient clearance between car and side of bridge at New Castle plant of Carnegie Steel Company.</p>
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Filed December 18, 1912.—Closed August 4, 1913.

The Complainant alleged insufficient clearance between the side of a car and the side of the bridge at the New Castle plant of the Carnegie Steel Company.

In answer, the Respondent averred that the time the bridge in question was constructed, to wit, in 1905, the clearances were sufficient, but since that time two switches had been brought out upon the bridge, which reduced the clearances from the center of the side track to the girder on one side to five feet, nine and one-half inches and on the other side to five feet six inches, but that instructions had been given to make whatever changes were necessary to provide sufficient clearance between the girders and the sides of cars passing over it.

The Respondent advised that on July 17, 1913, the alterations necessary to provide the proper clearances on the bridge in question had been completed, and the cause of complaint having thus been removed, the case was marked closed.

COMPLAINT DOCKET NO. 1092.

<p>W. R. WHERRY vs. ALTOONA NORTHERN RAILROAD COMPANY.</p>	}	<p>Unsafe condition of track and equipment.</p>
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Filed July 7, 1913.—Closed August 5, 1913.

The Complainant alleged the unsafe and dangerous condition of the track, road-bed and equipment of the Respondent between Juniata and Wopsononack.

In answer, the Respondent advised that it had recently been merged; that a general improvement of conditions was going on, and that at the time the road and equipment had been greatly improved and was in a safe condition. It admitted, however, that its cars had no air brake equipment, but that they ran slowly and every precaution was taken for safety.

In view of the statement made by the Respondent, the Commission directed that the Complainant be advised of the fact, and as the complaint was apparently satisfied by the answer of the Respondent, the case was directed to be marked closed.

COMPLAINT DOCKET NO. 1082.

EDRIGA KOPAN
vs.
WILKES-BARRE RAILWAY COMPANY. } In re height of steps on trolley cars.

Filed June 10, 1913.—Closed August 19, 1913.

Complaint was made against the alleged extreme height of steps on open cars operated on the line of the Respondent, particularly the Harvey's Lake Division.

In answer, the Respondent denied that the steps upon its open cars were unreasonably high.

The complaint was referred to Commissioner Tone for investigation, who, after being upon the ground, reported that the steps of some of the open cars were too high, but in view of the fact that the open cars complained of are operated only on the branch line, and similar cars only for special service, and furthermore, to lower the side-board of open cars would interfere with operation, he recommended that the Commission, for the present at least, should not request the removal of the open cars, but recommend the erection of platforms at regular stops of sufficient height to permit its patrons to enter and leave cars without unreasonable effort, and that whenever necessary, step boxes be provided. The report of Commissioner Tone was adopted as the report of the Commission.

The parties to the complaint were advised of this recommendation and the case was marked closed.

COMPLAINT DOCKET NO. 1078.

E. J. SWANSON
vs.
NORTHWESTERN PENNSYLVANIA
RAILWAYS COMPANY. } In re extra charge made on shipments of packages to Edinboro unless prepaid.

Filed June 4, 1913.—Closed August 20, 1913.

This complaint was made against the assessment of an extra charge of ten cents on parcels shipped from Erie to Edinboro, where the charge for transportation was not prepaid.

In answer, the Respondent advised that the extra charge was in the nature of an insurance fee which it required under its filed tariff. The Respondent submitted that its tariff for the transportation of parcels was in every way reasonable and just, and was arranged to compete with the United States Government Parcels Post Rate.

The Commission advised the Respondent that it does not appear to the Commission that Respondent is justified in requiring the payment of insurance in order to make it responsible for the safe transportation of packages committed to its care for delivery at agency points, as it is the duty of the common carriers to deliver such packages according to the contract, and that they cannot escape responsibility by an insurance requirement for loss occasioned by the Respondent's negligence.

In further reply the Respondent suggested certain modifications of its tariff to cover the objections of the Commission, and it was advised as the suggested changes complied with the recommendation of the Commission, there would be no objection

to making the same effective; and further, as there is no legal duty imposed upon the carrier to make returns to a shipper of a receipt from the consignee, it did not appear to the Commission that there would be any valid objection to its making a reasonable charge for that service.

The Complainant was advised of the decision of the Commission, with the further suggestion that he is not compelled to insure packages shipped by him; but in case he does want to secure a receipt from the consignee, that a charge of ten cents per package is not unreasonable.

The case was directed to be marked closed.

COMPLAINT DOCKET NO. 1081.

MAX STEINBACH
vs.
BALTIMORE & OHIO RAILROAD
COMPANY.

} In re passenger fares for non-
agency stations.

Filed June 10, 1913.—Closed September 10, 1913.

The complaint alleged that at non-agency stations on the line of the Respondent's road patrons of the road were unable to purchase round trip tickets to Pittsburgh, being charged at the rate of three cents per mile, whereas round trip tickets could be had at stations where agents were maintained at two cents per mile.

In answer, the Respondent averred that it was impracticable for its conductors to carry a supply of round trip tickets to accommodate the small amount of traffic originating at the stations in question, and it did not see how it could remedy the matter.

After considering the facts before it the Commission determined that as the traffic between the points in question is not great, it did not feel warranted in recommending any change in the present method of operation of the Respondent's line.

This information was communicated to the Complainant, and as no further advices were received, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1093.

RESIDENTS OF INDIANA AND WEST-
MORELAND COUNTIES
vs.
PENNSYLVANIA RAILROAD COMPANY.

} Protest against regulation requiring
shippers of milk from New Flor-
ence to load same on train.

Filed July 7, 1913.—Closed September 10, 1913.

This complaint, signed by eleven shippers of milk from New Florence, Westmoreland County, over the line of the Respondent, protested against the regulation of the Respondent requiring the shipper to load milk on the cars, alleging that the shipping rate was sufficiently high to warrant the Respondent in doing the work.

The Commission advised the Complainant that the subject matter of the complaint had been under consideration by the Commission on a previous occasion and that they had been advised by the carrier that the existing charges for the transportation of milk were made relying upon the assistance from the shippers to load the same, and that if that assistance were not rendered, the rate would have to be increased owing to the fact that more help would be required by the Railroad Company.

The Complainants were advised that if they desired the Commission to take the matter up with the Respondent and were prepared to substantiate their charges with proof that the rates were sufficient to require the carrier to load the commodity without assistance from the shipper, the Commission would do so.

No further advices were received from the Complainant, and the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1018.

SHUMAKER BROTHERS
vs.
BALTIMORE & OHIO RAILROAD
COMPANY.

} Alleged overcharge on bark Fair-
hope to Big Run.
} Excessive rate (supplemental).

Filed January 28, 1913.—Closed September 10, 1913.

The Complainants stated that they shipped bark at a minimum carload rate of 24,000 pounds, and that the Respondent Company practically overcharged them through the fact that they furnished for this purpose ears that would not hold 24,000 pounds of this commodity.

The Respondent in its answer contended that the cars furnished the Complainants were the same as those used for the loading of bark under similar conditions at other points on its line, and that any one of the ears in dispute are large enough to contain 24,000 pounds of bark, the difficulty in the instances complained of, being due to the fact that the bark was not properly loaded and stowed away in the cars; and further, that the minimum weight, while deemed sufficiently low to suit this commodity, is not an arbitrary minimum exacted by that Company but is one arrived at jointly by all of the railroads in Central Freight and Trunk Line territory.

In replication to the answer of the Respondent Company, the Complainants held that the bark had been packed in tightly, that the Respondent knew that the ears were to be used for loading bark, and that the cars furnished were without question too small to accommodate the minimum weight.

The case thus resolves itself into a dispute as to the capacity of the cars in question, and the Commission was obliged to notify the Complainant that this was a question of fact, which could only be determined in the Courts or by agreement between the parties; and in the absence of such an agreement, the Commission could not proceed to determine the question as to whether or not the Respondent Company was warranted in making the transportation charge complained of.

The Complainants failing further to prosecute their complaint the record was marked closed.

COMPLAINT DOCKET NO. 1098.

<p>J. F. MEGINNES vs. PHILADELPHIA & READING RAILWAY COMPANY.</p>	}	<p>Rate of fare New Hope to Philadelphia.</p>
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Filed July 22, 1913.—Closed September 12, 1913.

Complaint was made of the discriminatory excursion rate charged by the Respondent between New Hope, Bucks County, and Philadelphia, citing lower rates charged between other points and Philadelphia where the distance was the same as from New Hope to Philadelphia.

In answer, the Respondent explained the various matters taken into consideration in fixing the excursion rates, such as competition, main line hauls as against branch line hauls, and other conditions existing of many years standing, which it did not feel justified in disturbing.

The Commission requested the Respondent to answer the complaint in more definite form and to advise in detail why the request of the Complainant, to be placed on a comparable basis with the other points, could not be granted.

The Respondent, in further answer, stated that it had endeavored to adjust all of its excursion rates in Pennsylvania on the basis of ninety per cent. of double the one way fare, with a ten day limit, but that it had varied from this by reason of competition in the Philadelphia suburban territory and on certain other divisions of the road.

The Commission advised the Complainant that the facts before it did not, in its opinion, warrant recommending a reduction in the rates complained of.

No further advices were received from the Complainant, and the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1090.

<p>W. G. GROUP vs. YORK TELEPHONE & TELEGRAPH COMPANY.</p>	}	<p>Alleged discrimination between subscribers.</p>
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Filed July 1st, 1913.—Dismissed September 12th, 1913.

The complaint set out that the Complainant had been charged \$24.00 a year for telephone service, while his neighbor was served for \$12.00 a year but had paid for his own instrument.

From the Respondent's answer it appeared that the Complainant maintained a flour mill, and was quoted a rate for business telephone, while his neighbor was quoted a residence rate.

The Complainant contended that his farmer neighbor was in the business of selling poultry for a livelihood, and thought he should be classed at the same rate as his flour mill, but it developed that the Respondent had previously offered the Complainant the privilege of providing his own telephone, and paying for a business telephone on the same rate basis as that charged his neighbor. The Commission deemed that such offer constituted a satisfactory adjustment and the case was dismissed.

COMPLAINT DOCKET NO. 1033.

J. B. PEARSALL
 vs.
 WELLS, FARGO AND COMPANY
 EXPRESS,
 ADAMS EXPRESS COMPANY.

} Rate and routing on shipment of
 chickens from Grove City to
 Wilmington.

Filed February 20, 1913.—Closed September 13, 1913.

The Complainant alleged that he was charged an excessive rate on a shipment of chickens from Grove City to New Wilmington and that the same were misrouted.

Respondents, in answer, advised that the shipment in question consisted of fancy poultry. The classification established a rating for common market poultry and a higher rating for poultry other than common market stock. The billing records show this poultry to have been fancy stock and were accepted as such, in view of the fact that the same were forwarded to Grove City for exhibition purposes; but that the shipment was actually routed via Mercer, and that the charges should have been assessed via that point; and there was an overcharge of forty cents, which the agent at New Wilmington has been instructed to refund to the Complainant.

As this effected a settlement satisfactory to the Complainant, the case was closed.

COMPLAINT DOCKET NO. 1034.

G. M. SHELDON & COMPANY
 vs.
 LEHIGH VALLEY RAILROAD
 COMPANY.

} Rate on hay from points on the
 Montrose Branch to Pittston.

Filed February 24, 1913.—Closed September 23, 1913.

Complaint was made against the rate charged upon a carload of hay from the Montrose Branch of the Lehigh Valley Railroad to Pittston, for Erie Railroad delivery.

A copy of the Complaint was forwarded to the Respondent for answer, and after considerable correspondence between the parties to the complaint and the Commission, the Respondent put into effect the rate of 9 cents per hundred pounds from all points on the Montrose Branch. This being entirely satisfactory to the Complainant, the case was accordingly marked closed.

COMPLAINT DOCKET NO. 1072.

JOHN R. BARRON
 vs.
 BALTIMORE & OHIO RAILROAD
 COMPANY.

} Excessive rate on hardwood lumber
 Rockwood to McKeesport.

Filed May 24, 1913.—Closed September 26, 1913.

Complaint alleged overcharge upon a shipment of hardwood lumber from Rockwood to McKeesport. It alleged not only an excessive rate but also that the rate was based upon excessive weight.

A copy of the complaint was forwarded to the Respondent, and in answer it averred that the original rate had been \$1.70 per net ton, but that corrections had been issued reducing the rate to \$1.40 per net ton, which was now the legal rate

The Respondent advised that a refund of the difference between the two rates had been made to the consignee, who paid the freight charges, and that the complainant should properly look to the consignee for adjustment.

No further advices were received from the Complainant, and the case was marked closed.

COMPLAINT DOCKET NO. 874.

<p>EMPIRE LIME KILNS vs. CENTRAL RAILROAD COMPANY OF PENNSYLVANIA.</p>	}	<p>Discriminatory rate (original complaint). Excessive rate (supplemental).</p>
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Filed May 24, 1912.—Closed October 8, 1913.

Complaint was made against an alleged discriminatory rate of thirty cents per ton on lime from the plant of the Complainant to the Junction of the Pennsylvania Railroad with the Central Railroad of Pennsylvania inasmuch as the Respondent was transporting material to a more distant point at a rate of eight cents per ton.

In answer, the Respondent denied in general the discrimination in rates, and particularly the existence of an eight cent rate upon any commodity moving past the plant of the Complainant or between any points on the Respondent's line.

In commenting upon the answer of the Respondent the Complainant denied the averment therein contained.

A hearing was held upon the complaint at Bellefonte August 2, 1912, at which time testimony was taken and is a part of the record in the case.

After the hearing the Complainant amended its petition so as to embrace excessive charges as well as discriminatory rates, as contained in its original complaint.

After a full consideration of the facts before it, the Commission rendered the following:

OPINION.

It appears from the papers which have filed and from the evidence which was taken at the hearing at Bellefonte that the only rate which is permitted to the Complainant is one of thirty cents (30 cents) per ton.

It likewise appears from the testimony that on the various commodities, including limestone, pig iron, iron ore, coke and mill cinder, the Respondent has a rate by the carload.

It is the opinion of the Commission that the Respondent ought to fix a rate per car upon lime which would enable the Complainant to ship by the carload. This could be done with such reasonable regulations made by the Respondent with respect to loading and shipping as the situation seems to require.

In compliance with the recommendation of the Commission the Respondent advised that it would put into effect a rate of \$5.00 per car upon lime between the points in question.

The Complainant contended that the rate of \$5.00 per car did not relieve the situation as it was practically based upon thirty cents per ton and was too high to enable the Complainant to do business.

The Complainant was requested to state the capacity of the cars used in its shipments of lime, and in response it submitted a statement showing the average capacity of cars during the month of April, 1912, to have been 52,368 pounds, and during the month of September, 1912, 46,245 pounds.

After consideration of the additional facts before it the Commission rendered a further opinion as follows:

OPINION.

It appears from the testimony that the Complainant shipped from his plant at the Empire Lime Kilns to Pennsylvania Railroad Junction at Bellefonte, a distance of 7,976 feet, in the month of April, 1912, 837,900 pounds of lime, and in the month of September, 1912, 1,017,400 pounds, or two or three carloads of lime each day. The rate charged by the defendant for transportation from his plant to the Junction is \$5.00 per car. The rate charged by the Defendant for transporting limestone from the American Lime & Stone Company's Pipe Plant to the Pennsylvania Railroad Junction, a distance of 3,933 feet, is \$2.00 per car.

The opinion of the Commission is that this is a greater difference of rate than the difference in distance and material would seem to justify, and that the rate charged the Complainant upon lime ought to be reduced to such a sum as will constitute a reasonable charge.

Upon the averment of the Respondent that the opinion of the Commission was unfair to it the case was re-opened, and after a further consideration of the correspondence between the parties and the Commission it was determined that the Respondent put into effect a rate of \$4.00 per car on lime from the plant of the Complainant to the Junction of the Respondent's line with the Pennsylvania Railroad.

Compliance with this order having been made, the case was marked closed.

COMPLAINT DOCKET NO. 1017.

MANUFACTURERS ASSOCIATION OF
YORK
vs.
PENNSYLVANIA RAILROAD COMPANY,
ET AL.

} Discriminatory rate on bituminous
coal from the Clearfield District
to York.

Filed January 24, 1913.—Closed October 21, 1913.

The Manufacturers Association of the City of York complained to the Pennsylvania State Railroad Commission that the rate of \$1.50 per gross ton over the lines of the Pennsylvania Railroad and the Northern Central Railway Companies on bituminous coal in carloads from the Clearfield mining region to York is discriminatory as compared, first, with the rate of \$1.30 to Harrisburg, a 28-mile shorter haul; and, second, with the rate of \$1.60 to Baltimore, a 57-mile longer haul; or an increase over the Harrisburg rate of 20 cents for the additional 28 miles to York, with an increase of only 10 cents for the additional 57 miles to Baltimore,—one-half the increase for twice the distance.

The Respondent filed an answer denying that these rates were discriminatory, and contending that the variations in rate complained of are due to the fact that the rates in question are what is known as Group Rates, the various points of destination in a given territory being grouped according to geographical and other considerations peculiar to the coal trade, each place within the prescribed area taking the same rate, and admitting that the artificial boundaries thus formed do result at times in apparent discriminations through a different rate applying to two places within a short distance of each other but belonging to different geographical groups.

The Baltimore & Ohio Railroad and Western Maryland Railroad Companies applied for and were granted leave to intervene as parties Respondent.

After receipt of complainant's comment upon the answer of the Pennsylvania Railroad and Northern Central Railway Companies, the Commission set a hearing for August 20, 1913, which was postponed at the request of the Pennsylvania Railroad Company, following which the New York Central and Hudson River Railroad Company filed a petition for leave to intervene, which was granted; and shortly thereafter the Western Maryland Railroad Company withdrew its request for leave to intervene.

A second date for hearing was then set, this time for September 26, 1913, whereupon Counsel for all parties asked that the hearing be postponed, in which the Commission acquiesced.

For a third time, the Commission appointed a date for a hearing,—the last being for October 7, 1913, but prior to that date the Complainant withdrew its complaint, and the case was marked closed.

COMPLAINT DOCKET NO. 949.

<p>MANUFACTURERS ASSOCIATION OF LANCASTER vs. PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Excessive rate on bituminous coal from Clearfield District to Lan- caster.</p>
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Filed October 17, 1912.—Withdrawn October 31, 1913.

This was a complaint against the alleged excessive rate on bituminous coal from the Clearfield District to Lancaster, setting forth that the rates charged from said region to Harrisburg was \$1.30 per gross ton; to Elizabethtown, Columbia and Lancaster \$1.50 per gross ton, and to Philadelphia \$1.60 per gross ton.

In answer, the Respondent admitted the rates set forth in the complaint, but denied that they indicated any discrimination as against Lancaster.

The complaint was referred to Commissioner Brecht, who, after investigation, made report to the Commission, after which the following opinion was rendered:

OPINION.

In the complaint of the Manufacturers' Association of Lancaster against a discrimination in freight rates to Lancaster on shipment of bituminous coal from the Clearfield region, the Commission is of the opinion, in light of the facts submitted to it by Respondent in its answer, that a rate of \$1.30 per gross ton from Clearfield to Harrisburg, \$1.50 on the same line to Lancaster—36 miles east of Harrisburg, and \$1.60 via Lancaster to Philadelphia—105 miles east of Harrisburg—is not an equitable adjustment of the aforesaid freight rate east of Harrisburg since it shows a charge of twenty cents for a straight line haul of 36 miles from Harrisburg to Lancaster and only ten cents for a continuation of the straight line haul from Lancaster to Philadelphia—a distance of 69 miles. The Commission, therefore,

RECOMMENDS

That hereafter the above rate on bituminous coal, from the Clearfield District to Lancaster and to points between Harrisburg and Lancaster, shall not exceed \$1.40 per gross ton.

The Respondent, commenting upon the opinion set forth that in its judgment, in view of the importance of the matters involved a hearing should be held, at which the facts could be more fully adduced, which suggestion was adopted and a hearing was held.

The Respondent subsequently filed a supplemental answer setting forth in detail its position in the matter and maintaining that the reduction in the rate to Lancaster recommended was inequitable.

After the filing of the complaint by the Respondent herein the Manufacturers' Association of York instituted a similar complaint, and the Commission directed that the latter complaint should be considered in connection with the complaint filed in this case.

The Baltimore & Ohio Railroad Company, averring that inasmuch as it transported considerable quantities of coal from the Clearfield regions to Myersdale and vicinity, a reduction in the present rate of the Pennsylvania Railroad Company would necessitate a proportionate reduction in its rates, asked leave to intervene as a party Respondent, and its request was granted by the Commission.

A petition was also filed by the New York Central & Hudson River Railroad Company asking permission to intervene, and the prayer thereof was also granted.

Under date of October 20, 1913, after a date for hearing had been appointed, the Manufacturers' Associations of Lancaster and York, by counsel requested that its complaint be withdrawn without prejudice, which was accordingly done.

COMPLAINT DOCKET NO. 862.

POSTAL TELEGRAPH-CABLE COMPANY

vs.

CENTRAL DISTRICT & PRINTING
TELEGRAPH COMPANY.

THE BELL TELEPHONE COMPANY OF
PENNSYLVANIA.

Alleged discrimination in diverting to the Western Union Telegraph Company, telegrams intended for Postal Telegraph-Cable Company.

Filed May 2, 1912.—Closed November 21, 1913.

Complaint was made that the Respondent diverted telegrams to the Western Union Telegraph Company intended for transmission over the Complainant's line, stating four specific instances occurring on the 12th of April, 1912.

In answer, the Respondent averred that the Western Union Telegraph Company had an arrangement with the Respondent, as well as with numerous other telephone companies throughout the country, whereby a party wishing to send a telegram could call the telephone operator and by simply using the word "Telegram" the party would get an immediate connection with the Western Union Telegraph Company. It also averred that a similar arrangement was in effect with the Postal Telegraph Cable Company, whereby it would receive the same service where the telephone call was put in simply "Postal". It expressed every desire to render efficient service, and averred that as the public became better acquainted with the custom the service to all concerned would be improved. It requested that the complaint be dismissed.

At a later date a conference was held with the representative of the Respondent who upon request agreed to furnish additional information. Subsequently he advised that the Respondent would, with the permission of the Commission, be willing to substitute the word "Western Union" for "Telegram" to those desiring to transmit telegrams to the Western Union Telegraph Company, and use the word "Postal" for similar purposes when the party calling desired to use the line of the Postal Company.

This action was approved by the Commission. The Complainant advised the Commission that while the action of the Commission was not satisfactory to it, inasmuch as the Bell Telephone operators, in many instances, discriminated in favor of the Western Union Telegraph Company, it would not at the present time ask for a hearing.

Further individual complaints were received by the Commission citing instances where for the purpose of testing the service of the Bell Telephone Company, the party calling simply said "I wish to send a telegram" and that they were immediately connected with the Western Union.

The Respondents were requested to inform the Commission just what their instructions to their operators were in cases of this kind. The Central District Telephone Company, in reply, advised that a very careful investigation had been made and every operator questioned in the matter showed that she fully understood the instruction to inquire which company was desired.

A further answer of the Central District Telephone Company was filed, averring that a very careful investigation disclosed that the Company's rules in the matter in question were being rigidly observed by its employees and every effort was being made to have the rules literally obeyed.

A copy of this answer was submitted to the Complainant and in reply it requested that the opinion of the Commission be reconsidered with a view to abolishing the call word, and substituting, as formerly the number call. The Commission advised that after a careful consideration of the entire matter it was of the opinion that the action of the Commission previously given was sufficient in the matter and declined to take any further action.

The case was accordingly marked closed.

COMPLAINT DOCKET NO. 1055.

JOHN L. WINELAND, ET AL.	}	Alleged excessive freight rate on limestone screenings from Mt. Etna to Martinsburg.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed April 21, 1913.—Closed November 22, 1913.

Complaint alleged that the freight rate of 85 cents per net ton, in effect on limestone screenings from Mt. Etna to Martinsburg, was excessive, particularly in view of the fact that there was a rate on this material from Carlin to Martinsburg of 75 cents per net ton,—the distance for the latter movement being 34 miles and the former being 36 miles, over the same route.

The Commission, upon consideration, advised the Respondent that it did not see why there should be any difference in the rates for shipments from Carlin to Martinsburg, and those from Mt. Etna to the same destination, when the difference in distance is but two miles and the commodity is the same, and lines over which the transportation is conducted being also the same.

The Commission directed, therefore, that a rate not exceeding 75 cents per ton for the transportation of limestone screenings between Mt. Etna and Martinsburg be put into effect, and with this action marked the case closed.

COMPLAINT DOCKET NO. 1002.

F. A. LEHR, ET AL.

vs.

CENTRAL PENNSYLVANIA TRACTION
COMPANY.

(Harrisburg Railways Company, Successor).

} Alleged inadequate trolley service
for workmen at special hours.

Filed January 3, 1913.—Closed December 2, 1913.

A Committee on behalf of over one hundred workmen employed at Steelton, filed this complaint before the Pennsylvania State Railroad Commission, alleging that the trolley car service between Harrisburg and Steelton was inadequate; that the cars are frequently overcrowded by reason of an insufficient number of cars during rush hours to accommodate the increased travel; that on occasions the equipment is faulty, and that only a small percentage of the cars are equipped with jacks; and that the transfer privilege should be extended.

The Municipal League of Steelton, by its Secretary, asked leave to intervene, which was granted, but shortly thereafter the Municipal League withdrew from the case advising the Commission that at a conference with the officials of the Respondent Company a re-arrangement of schedule had been agreed upon, which would provide additional service.

The Complainant, F. A. Lehr, however, maintained his complaint and, following the filing of an answer by Respondent Company, and replication thereto by Complainant, asked that hearing be appointed, prior to which the complaint was amended by the filing of an additional list comprising the names of about fifty persons who use the present service and are dissatisfied therewith, particularly, that afforded by the car known as the "Oberlin Special."

The Respondent contended that the service rendered the Complainants is a special one, being provided by five special morning and evening runs, operated in addition to the regular schedule and at such hours as it had been deemed would best accommodate the workingmen.

The Complainants desired that the five special cars operated in the evening, instead of being spaced several minutes apart, should be bunched and operated on the same schedule, to the end that the first two cars would not become so overtaxed by those who persist upon crowding into them rather than wait a few minutes for the cars following.

At the hearing the Respondent agreed to install a larger car on the Oberlin line, and for a trial period of one month to run its regular Steelton car to precede the special workingmen's cars from Steelton to Harrisburg, during which time the Commission suggested that a record be kept by both parties and a report thereon made to the Commission: the Respondent being directed also to install a signal on its Oberlin Division.

From the records thus furnished the Commission, it was determined, and the parties at interest so advised by the Commission, that the evening service appeared to furnish sufficient accommodation, and without undue overcrowding, on every day excepting Saturday when a small car is put in service: that the Respondent should provide a Saturday car of the same capacity as those in service on these runs on other days: and that with respect to the new allegation now for the first time presented to the Commission, to wit:—That the cars are overcrowded on certain evenings of each week when the workingmen are later than usual in finishing their labor, the Commission suggested that the Complainant should com-

municate with the officials of the Respondent Company and inform them of the days of the week when such condition is likely to exist and the number needing transportation, as otherwise the Company could not be expected to provide such additional facilities.

Not hearing further from Complainants, it was assumed that this satisfactorily removed the cause of complaint, and the case accordingly marked closed.

COMPLAINT DOCKET NO. 1073.

W. C. BOLAND
vs.
CENTRAL DISTRICT TELEPHONE
COMPANY.

} In re cancelling old contract and
installing new at higher rate.

Filed May 28, 1913.—Closed December 2, 1913.

This complaint arose from the termination by the Respondent of a contract with the Complainant for telephone service.

In answer, the Respondent averred by the terms of the contract it had the right to terminate the contract at the end of any quarter if the receipts from said telephones were deemed insufficient, and that it had exercised that right.

The Commission, after consideration of all the facts in the case, advised the Complainant that it could not recognize any rate that would be discriminatory, but that if the rates contained in the new form of contract insisted upon by the Respondent were deemed excessive, the proper course would be to make complaint against those rates.

As no further advices were received from the Complainant, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1083.

HINMAN BROTHERS
vs.
PENNSYLVANIA RAILROAD COMPANY.

} Excessive produce rate out of
Philadelphia.

Filed June 5, 1913.—Closed December 2, 1913.

Complainant stated that the Pennsylvania Railroad Company quoted them a rate on produce from Baltimore, Md., to Altoona at 17 cents per hundred pounds and a rate from Philadelphia to Altoona of 27 cents per hundred pounds, and requested the assistance of the Commission to secure a reduction in the latter rate, which was alleged to be excessive.

The Respondent, in its answer, explained that the Complainant is not thoroughly familiar with the method of assessing charges on mixed carloads of produce, investigation showing that in the particular cases complained of the shipments from Philadelphia contained articles rated as high as third class, whereas the shipment from Baltimore consisted of articles rated not higher than fourth class; and further stated that the classification rules had been thoroughly explained to Complainant, who had expressed themselves as thoroughly satisfied.

No further action of the Commission being necessary, the case was accordingly marked closed.

COMPLAINT DOCKET NO. 1088.

HAMBURG VITRIFIED BRICK
COMPANY
vs.
PHILADELPHIA & READING RAILWAY
COMPANY.

} Alleged excessive rate on coal from
Auhurn and Landingville to Ham-
burg.

Filed June 28, 1913.—Dismissed December 2, 1913.

Complainant alleged that the rate in effect on Respondent's line for the transportation of coal from Auhurn and Landingville to Hamburg of 90 cents per ton was excessive as compared with the rate on coal in effect on Pennsylvania Railroad lines covering practically the same territory for similar distances.

The matter was referred to the Respondent Company for answer, but prior to the filing thereof Complainant advised the Commission that it had taken the matter up with the railroad company direct with a view to an amicable adjustment of the matters complained of, and the case was therefore dismissed.

COMPLAINT DOCKET NO. 1097.

BOROUGHES OF LANSFORD, TAMAQUA,
SUMMIT HILL AND COALDALE
vs.
EASTERN PENNSYLVANIA RAILWAYS
COMPANY.

} Inadequate service and equipment.

Filed July 16, 1913.—Closed December 2, 1913.

The Respondent presented to the Commission a complaint instituted against it by the Boroughs of Lansford, Tamaqua, Summit Hill and Coaldale, in which it was alleged that the road bed all along the line was in a dangerous condition, the cars insanitary and the service inadequate to accommodate the traveling public.

The Respondent requested that the Commission make an investigation to satisfy itself that the complaint was not well-founded.

After due consideration the Commission advised the Complainants that if proof could be furnished of the matters alleged, the Commission would afford them an opportunity so to do. As the Complainants expressed no desire to proceed to a hearing in the matter the case was forthwith closed.

COMPLAINT DOCKET NO. 1101.

TOWN COUNCIL OF THE BOROUGH OF
TULLYTOWN
vs.
TRENTON, BRISTOL & PHILADELPHIA
STREET RAILWAY COMPANY.

} Excessive rate of fare.

Filed July 26, 1913.—Closed December 2, 1913.

Complaint was made alleging an excessive rate of fare between Tullytown and Bristol, and Tullytown and Morrisville, the Respondent advising in answer that the average rate of fare for local passengers on its line was 1.23 cents per mile and for

through riders 1.50 cents per mile, which it averred was by no means excessive but on the contrary lower than the average rate of fare charged by neighboring trolley lines.

As the Complainant failed to further prosecute the case after receipt of Respondent's answer, the complaint was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1012.

WALTER M. CLEVENSTINE	} Inadequate passenger train service	
vs.		} to points north of Phoenixville.
PENNSYLVANIA RAILROAD COMPANY.		

Filed January 20, 1913.—Closed December 3, 1913.

Complaint was made of the inadequacy of the evening train service of the Respondent northward from Phoenixville, alleging no service in that direction between 4.56 o'clock P. M. and 7.04 o'clock P. M., the former train being about an hour too early and the latter an hour too late to conveniently accommodate the traffic originating at Phoenixville and points south of that place.

The Respondent, in answer, admitted that it had from time to time received requests for an additional train running northward from Phoenixville between the hours mentioned, but that it had never felt that there was sufficient travel to justify it, especially as the Philadelphia and Reading Railway Company operated two trains between the points in question between the hours mentioned.

Commenting upon the answer, the Complainant set forth the reasons why it was impracticable for himself and other commuters to use the trains of the Philadelphia and Reading Railway Company, and requested a hearing.

Subsequently a petition was filed with the Commission signed by forty-two persons praying that the Commission recommend that the run of passenger train No. 435, leaving Philadelphia at 5.15 o'clock P. M. and arriving and terminating at Phoenixville at 6.15 o'clock P. M., be extended to points north of Phoenixville.

A hearing of the case was held in the rooms of the Commission at Harrisburg, April 15, 1913, at which three of the Complainants were present and the Respondent represented by its Assistant General Counsel.

After the hearing the Respondent submitted a statement giving in great detail its reasons, from a railroad standpoint, why it would be impracticable and unprofitable for it to adopt the suggestion of extending the run of train No. 435. A great deal of correspondence passed between the Commission and the parties to the complaint in the way of suggestion to overcome the grounds of the complaint, among which was the issuance jointly by the Pennsylvania Railroad Company and the Philadelphia and Reading Railway Company of a commutation ticket, good on either line, in this way increasing the train service between the points involved. This recommendation did not meet with the approval of the Respondent.

Finally, under date of October 30, 1913, the Respondent advised the Commission that as the result of the rearrangement of schedules for the general improvement of the service, the extension of the run of train No. 435 north of Phoenixville would be authorized, effective November 30, 1913.

The arrangement thus effected was satisfactory to the Complainant, affording them the service for which they prayed, and the case was accordingly marked closed.

COMPLAINT DOCKET NO. 1086.

BOROUGH COUNCIL OF WEST
MIDDLESEX
vs.
REPUBLIC RAILWAY AND LIGHT
COMPANY.

} Alleged excessive rate of fare from
West Middlesex to Sharon.

Filed June 26, 1913.—Closed December 8, 1913.

The complaint alleged that Respondent operated various street railways in the vicinity of Sharon, among others the Wheatland Street Railway, on which line the rate of fare was alleged to be excessive as compared with the fare in effect on other lines under the same management.

After due investigation, the Commission rendered the following Opinion, dismissing the complaint:

OPINION.

The reports of the Wheatland Street Railway Company show that its railway has been constructed and is being maintained and operated independently of the railways operating either between Sharon and Sharpville or between Sharon and Wheatland; and in such case, it is entitled to charge a reasonable rate or unit of fare between West Middlesex and Wheatland; and the reports further show that the railway has been operating at a loss.

The interurban railways must have various fare limits and zones; and as long as five cents continues to be the unit fare, the dividing lines of zones cannot always be at uniformly equal distances apart, nor exact distances be fixed as the length of ride for one unit of fare: but in the consideration of the reasonableness of any rates of fare or the length of ride for one fare unit, the controlling features are the relative locations of the centers of manufacturing, business, shopping and population of the districts, with the origins and destinations of the greatest or heaviest proportion of the travel.

As the distance from West Middlesex to the north-west line of Wheatland, the fare limit, is 3.2 miles and the fare is five cents, it is considered by the Commission that this is a reasonable fare for the length of ride and is approximately on the same basis as the fares charged and the average length of haul of the large majority of the passengers on the railways operating in and out of Sharon.

COMPLAINT DOCKET NO. 995.

W. W. GALVIN
vs.
LAKE SHORE & MICHIGAN SOUTHERN
RAILWAY COMPANY.

} Rate on mixed carload of apples,
potatoes and onions from Clarks
Mills to Jamestown.

Filed November 19, 1912.—Closed December 20, 1913.

Complaint was made against an alleged excessive charge for the transportation of a mixed carload of apples, potatoes and onions from Clarks Mills to Avonmore, the shipment moving over the Lake Shore & Michigan Southern Railway from Clarks Mills to Jamestown, and then over the road of the Pennsylvania Com-

pany to Avonmore. The Complainant alleged that he had been quoted a rate of nine and one-half cents per one hundred pounds upon the shipment, whereas the charge was assessed upon the basis of eleven cents per one hundred pounds.

A copy of the complaint was forwarded to the Respondent for answer. The answer of the Respondent set forth that the shipment moved under its published fifth class rate of eleven cents per one hundred pounds, under an original bill of lading showing a net weight of thirty thousand pounds, the maximum weight under the official classification, but that when scaled was found to weight forty-one thousand eight hundred pounds, and upon that basis the rate was applied, making a total charge of forty-five dollars and ninety-eight cents. It denied the existence of the rate of nine and one-half cents per one hundred pounds alleged by the Complainant to have been quoted to him.

The Commission requested the Complainant to furnish whatever proof he may have of the quotation of the nine and one-half cent rate, and in response to this request he filed a letter from the Agent of the Pennsylvania Railroad Company at Avonmore in which it was stated that the rate from Avonmore to Clarks Mill was nine and one-half cents per one hundred pounds, minimum weight thirty thousand pounds.

The fact that the Pennsylvania Railroad Company issued a rate of nine and one-half cents per one hundred pounds from Avonmore to Clarks Mills, and the Respondent a rate of eleven cents between the same points in the opposite direction, was brought to the attention of the Respondent, and request made for an explanation, the Commission advising that it saw no good reason for the dissimilar rates in each direction. After considerable correspondence, the Respondent advised that in view of the opinion of the Commission it would put into effect the same rate eastbound as existed on the same commodity westbound, and requested permission to make refund for the difference between the rate charged and the new rate. This permission was granted and the Complainant being thus satisfied, the complaint was marked closed.

COMPLAINT DOCKET NO. 840.

RESIDENTS OF ALLEGHENY AND CAR-
ROLL TOWNSHIPS, CAMBRIA
COUNTY

vs.

PENNSYLVANIA RAILROAD COMPANY.

} Petition for flag stop at Chest
Road.

Filed March 22, 1912.—Closed January 6, 1914.

This complaint was in the form of a petition numerously signed by residents of Carroll and Allegheny Townships, Cambria County, praying for a flag stop at Chest Crossing, alleging that the number of families which would be accommodated by this stop would aggregate sixty to sixty-five, or about three hundred persons.

An inspection of the situation was made by the Commission upon the ground.

After inspection and investigation and a full consideration of the matter, under date of July 11, 1912, the following opinion was rendered:

OPINION.

After an inspection of the locality in question and a careful consideration of all the facts and circumstances of the case, and particularly of the fact that for a number of years the desired accommodation was furnished at the point in question, the Commission is of the opinion that a reasonable accommodation for the patrons of the Respondent Company in the vicinity of Chest Road calls for the establishment at Chest Road Crossing of a flag station and for a shelter shed for the protection of the waiting passengers during inclement weather, and it is hereby

RECOMMENDED

That the Respondent establishes there such a station.

The Respondent submitted several statements showing the distance from Eckenrode Mill and Bradley Junction to the residences of the persons signing the petition, the average number of persons using the trains; a blueprint showing the highways leading to Chest Road, and the distances from the residences of the persons living in the vicinity to Chest Road Crossing. It averred that from these statements it was shown that 3.4 passengers took trains at Eckenrode Mill and possibly an equal number from Bradley Junction, or 6.8 persons per day. At the solicitation of the Respondent the Commission agreed to modify its order to the extent of permitting the Respondent to establish a flag stop at Chest Road Crossing and keep an accurate account of the passengers availing themselves of the service for six months and report the result to the Commission, when the advisability of making the stop permanent would be considered.

After the expiration of the six months' test the Respondent reported to the Commission the result thereof as follows:

Of the six hundred and twenty-four trains passing Chest Road Crossing during the test period:

- 301 had no pay passengers,
- 175 had 1 pay passenger,
- 76 had 2 pay passengers,
- 40 had 3 pay passengers,
- 19 had 4 pay passengers,
- 10 had 5 pay passengers,
- 2 had 6 pay passengers,
- 1 had 7 pay passengers.

In view of the small percentage of persons taking advantage of the additional accommodations, the Respondent requested that the order of the Commission be rescinded.

The Complainants advised that persons boarding or leaving the trains of the Respondent at Chest Road Crossing were required to pay fare beyond **that point**, and this fact affected the result of the test made by the Respondent.

This was communicated to the Respondent with the suggestion that the test be continued for an additional six months and an accurate report made of the result.

After the expiration of the second test period the Respondent reported that of the 416 trains passing Chest Road Crossing during the test period 592 paid passengers were taken on or left off at Chest Road Crossing, or an average of 1.18 passengers per train.

The report submitted, in the judgment of the Commission, did not indicate that there existed necessity for the stop prayed for, and the case was marked closed.

The Complainants, expressing dissatisfaction with the action of the Commission, requested a re-hearing. They were advised by the Commission that during the second test period passengers were not required to pay fares to points beyond Chest Road Crossing, and that unless this fact could be disproved the Commission did not see the necessity for a rehearing.

Nothing further being heard from the Complainants, the case was marked closed.

COMPLAINT DOCKET NO. 980.

RESIDENTS OF WILKES-BARRE AND VICINITY	}	Inadequate service.
vs.		
WILKES-BARRE AND EASTERN RAIL- ROAD COMPANY.		

Filed November 30, 1912.—Closed January 6, 1914.

Citizens of Wilkes-Barre and vicinity complained in a petition filed of the inadequate, unsafe and unsatisfactory service of the Respondent in the operation of its road from Wilkes-Barre to the Delaware River.

In its answer the Respondent denied the principal allegations of the complaint, and after a consideration of the answer filed the Commission directed that further information be furnished. A supplemental answer was filed by the Respondent, in which the Commission was advised that negotiations were being carried on with the Delaware & Hudson Company, looking to the execution of an agreement covering the mutual grant of traffic right over the portion of Respondent's line extending from Plains across the river and over the line of the Delaware & Hudson Company from a point west of the river to a point west of its old trestle which, when completed would improve the service complained of.

Upon receipt of advices that the agreement referred to had been consummated, the case was marked closed.

COMPLAINT DOCKET NO. 999.

T. W. FRIEND, RECEIVER FOR KIDD BROS. AND BURGHER STEEL WIRE COMPANY	}	Inadequate siding facilities at Ali- quippa.
vs.		
PITTSBURGH AND LAKE ERIE RAIL- ROAD COMPANY.		

Filed January 2, 1913.—Closed January 7, 1914.

It was alleged that prior to the purchase of the real estate at Aliquippa, Beaver County, upon which the Complainant's industrial plant is erected, and which abuts the right of way of the Respondent, the Plaintiff entered into an agreement with the Respondent for an exclusive siding, which siding was constructed about the year 1905, and was exclusively used by the Complainant until the Fall of 1911, when, as a result of an exchange of property, the Complainant was deprived of the exclusive use of the aforesaid siding facilities, to its great inconvenience and financial loss.

The answer of the Respondent set forth that in 1903 the Complainant was informed that the Respondent would construct a siding on the property of the Complainant connecting with its railroad, under the uniform siding agreement regulating switching connections with all its patrons. This offer was declined by the Complainant, and later permission was given to the Complainant to use an existing siding to enable it to get materials to its proposed plant for construction purposes.

The request of the Complainant to take depositions in Pittsburgh was granted by the Commission. After considerable time had elapsed the Commission asked to be advised as to the progress being made in the matter of the taking of the dis-

positions, and in reply Counsel for the Complainant advised that some testimony had been taken and conferences had between the parties and it was doubtful if the case would be argued.

As the case was not further prosecuted, on January 7, 1914, it was marked closed.

COMPLAINT DOCKET NO. 1087.

AMERICAN FREIGHT, AUDIT &
STORAGE COMPANY

vs.

PENNSYLVANIA RAILROAD COMPANY.
NEW YORK CENTRAL & HUDSON
RIVER RAILROAD COMPANY,
BUFFALO, ROCHESTER & PITTSBURGH
RAILWAY COMPANY.

} Alleged excessive rate covering
thirteen cars of empty beer carriers
from Hastings to DuBois.

Filed June 28, 1913.—Closed January 7, 1914.

Complainant stated that for the transportation of empty beer carriers from Carrolltown and Hastings to DuBois, via the Pennsylvania Railroad, to Mahaffey, New York Central Railroad to Clearfield Junction, and the Buffalo, Rochester & Pittsburgh Railway, to DuBois, a higher rate had been assessed than was quoted by the Pennsylvania Railroad for the entire movement, and a claim was presented for reparation on the basis of the lower rate.

It appeared to the Commission that the rate published by the Pennsylvania Railroad Company was for through transportation over its own lines, whereas the shipment in question moved over the lines of three different railroad companies.

The Complainant was accordingly requested to advise the Commission what instructions had been furnished to the initial carrier as to the routing of the shipments. As the Complainant failed to furnish the information requested the Commission directed that the complaint be marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 1091.

JOHN SLICKER

vs.

PENNSYLVANIA SOUTHERN RAIL-
ROAD COMPANY.

} Rate on hay Holden to Byrnedale.

Filed July 7, 1913.—Closed January 7, 1914.

Complainant objected to a rate of 15½ cents per hundred pounds for the transportation of hay from Holden, on the line of the Pennsylvania Southern Railroad, to Byrnedale, on the line of the Pennsylvania Railroad, on the ground that it was excessive.

The matter was taken up with the Respondent who advised that an error had been made in the application of the rate, which should have been assessed at 13 cents per hundred pounds instead of 15½ cents per hundred pounds, and advised that the matter would be taken up with the Complainant and an adjustment made of the overcharge.

The case was accordingly closed.

COMPLAINT DOCKET NO. 1096.

A. D. WINGERT, ET AL.,
 vs.
 WESTERN MARYLAND RAILWAY
 COMPANY.

} Train service between Chambers-
 burg and Shippensburg.

Filed July 12, 1913.—Dismissed January 7, 1914.

Various residents of the vicinity of Culbertson, petitioned the Commission for its assistance in securing the restoration of the morning and evening train, which had been operated on the B. & C. Division of the Western Maryland Railway between Chambersburg and Shippensburg.

The matter was referred to the Respondent which advised that the operation of the train in question had not been sufficiently remunerative to warrant its continuance. The total amount of sales for the month of March (when the schedule was changed) at Culbertson was averred to have been \$31.40, at Pinola \$15.04, and at Shippensburg \$46.23.

A copy of this answer was referred to Complainants and as there was no further prosecution of the matter made the case was dismissed.

COMPLAINT DOCKET NO. 930.

W. H. COX AND COMPANY
 vs.
 LAKE SHORE & MICHIGAN SOUTHERN
 RAILWAY COMPANY.

} Rate on lumber from Limestone
 and Oil City to various points.

Filed September 9, 1912.—Closed January 7, 1914.

The Complainant alleged a discriminatory rate on lumber from Van, Venango County, to Midland, a distance of one hundred and one miles, as compared with rates on the same commodity to more distant points.

In answer, the Respondent denied that the charges in question were discriminatory or unjust.

The Commission advised the Complainant that it had no authority to compel the establishment of joint rates, but that if any rate in effect was regarded as unreasonable or discriminatory, a complaint in that respect would receive the attention of the Commission.

The Complainant requested a hearing be held, at which testimony was taken and is a part of the record in the case.

Subsequent to the hearing the Respondent advised the Commission that it had arranged with the Pittsburgh & Lake Erie Railroad Company to put into effect June 1, 1913, new rates on lumber from South Oil City, Red Bank and Kennerdell to Woodlawn at \$1.90 per net ton and \$2.00 per net ton from Sligo and Brookville, such rates to apply on carload shipments.

This action did not meet the approval of the Complainant and the matter was further considered by the Commission, after which an opinion was rendered as follows:

OPINION.

There is more or less confusion in this case, due largely to uncertainty and the manner of presentation, and to the shifting of the grounds of complaint in the course of its progress. The original complaint, filed September 7th, 1912, after stating that "our shipping point on this Railroad is Van, Pa.", proceeds as follows: "we find that the Lake Shore Railway is charging us a 9½ cent rate from Van and Oil City, inclusive to Sandy Lake, Pa., on rough lumber and railroad ties in earloads to Midland, Pa., and a 10½ cent rate from all points of shipment east of Van, Pa., inclusive to Limestone, Pa., to Midland, Pa." The latter part of this statement is uncertain, since it does not designate the points of shipment east of Van, or their distance, and seems to be in conflict with the prior statement that the shipping point is Van. It then further proceeds: "What we want is this—an eight cent rate on lumber, and railroad ties in earloads on the Lake Shore Railroad from Limestone, Pa., and Oil City, Pa., inclusive to Sandy Lake, Pa., to the following destinations, Midland, Pa., Burgettstown, Pa., Cannonsburg, Pa., and Mingo Junction, Ohio, and Bellair, Ohio, and a six cent rate on pit posts, pit caps, pit ties, and quarry ties from the point of shipment to destinations as outlined above." This request for the fixing of rates appears to substitute as points of shipment Limestone and Oil City instead of Van, and of points to the eastward of Van.

In order to reach a determination of the cause, the Commission assume that the Complainants intended to allege excessive and discriminatory rates, and that Van is the point of shipment. Over rates upon goods shipped to Mingo Junction and Bellair in Ohio, the Commission has no jurisdiction for the reason that this constitutes interstate traffic.

The Pennsylvania Railroad Company having been made a party, at a hearing before the Commission, April 15th, 1913, the Complainants extended their complaint so as to include two further requests, to wit: "an eight cent rate from Oil City to Woodlawn," and that the Commission "make a switching charge of \$4.00 per ear at Oil City."

The distance from Van to Midland is 101 miles, from Van to Burgettstown 143 miles, and from Van to Cannonsburg is 138 miles. The rate in each of these instances is nine and one-half cents per hundred pounds. The distance from Oil City to Woodlawn is by way of Pittsburgh 152 miles, by way of Stoneboro 95 miles, and the rate is ten cents per hundred pounds. In each of these instances also, the rate was a joint rate, that is, the proceeds of the rate were divided between two or more roads in certain definite proportions.

These rates referred to were rates upon rough lumber and railroad ties. With respect to that part of the complaint, which asks for a reduction in the rate upon "pit posts, pit caps, pit ties, and quarry ties," no evidence whatever was given, and no facts were presented to the Commission which would enable it to reach a conclusion. With respect to the reduction of rates upon the rough lumber and railroad ties, the Complainants rely upon a comparison with the rates upon similar articles shipped from other points. The distance from Van to Clairton is variously given by the Complainants as 195 miles, 212 miles and 222 miles. The distance from Van to Brownsville is variously given by the Complainant as 212 miles and 222 miles. The distance from Oil City to Lockport, N. Y., is 244 miles. The distance from New Castle to Buffalo, N. Y., is 209 miles. The distance from Van to Irwin is 188 miles. In each of these instances the rate as given by the Complainants is eight cents per hundred pounds. These were the only instances favorable to the cause of the Complainants. There was no other evidence which supported their contention, and upon them their case must depend.

It appears that with respect to Brownsville they were mistaken, and that in that case the rate is nine cents per hundred pounds. The Commission would be slow to rely upon the facts shown with respect to the routes which end in the State of New York, for the reason that these places are outside of its jurisdiction, and many causes unknown, including possible competition, may have effected the rates. Only two, therefore, remain, which are helpful in forming a judgment. On the other hand, the rate from Warren to Midland, 156 miles, from Warren to Woodlawn 151 miles, from Oil City to Woodlawn 95 miles, from Warren to Cannonsburg 193 miles, from Foxburg to Woodlawn 142 miles, is in each instance ten cents per hundred pounds.

It is contended by the Defendants that to make the reductions asked for by the Complainants, covering as they do numerous points of destination would involve a general unsettling of rates, and their relations with other carriers, and there can be no question that this would be the result. In order to justify the Commission in taking this step, there ought to be strong evidence sufficient to make it clear that this is the proper course to pursue. The evidence in the present case is meagre and accompanied with uncertainty.

The Commission is, therefore, unable to recommend that the rates be reduced as requested by the Complainants. It appears from the evidence in this case and that presented in the complaint by the same Complainants against the Pennsylvania Railroad Company, File No. 923, that this Company maintains switching charge from South Oil City to Oil City, a distance from half a mile to a mile, at class rates of three cents per hundred pounds.

The rate is a switching charge for transportation from the team tracks of the Company at South Oil City to the tracks of the Lake Shore & Michigan Southern Railway Company, and those of the Pittsburgh and Erie Railroad Company, in Oil City. Prior to March, 1908, there was a switching charge of \$3.00 per car. The existing class rate of sixty cents per ton or perhaps \$18.00 per car constitutes an enormous increase. The only reason assigned for it is that the former agent of the Company allowed the car switching rate through misunderstanding or misinterpretation and "that the practice was not proper". In what the impropriety consisted does not appear, and the change is too radical to be commended unless for very good reasons.

The Commission recommends that a switching charge of not more than \$4.00 per car for transportation from the team tracks at South Oil City to Oil City be restored by the Pennsylvania Railroad Company.

It would be helpful to the effort to reach correct conclusions and save much labor by the Commission if parties in their complaints and answers, when they refer to a place of shipment or destination, would give its location, and when they refer to a railroad would use its corporation title instead of obscure and often inaccurate abbreviations.

After the receipt by the Pennsylvania Railroad Company of a copy of the opinion it requested that the Commission further consider the matters involved as it did not feel that the decision of the Commission fully covered the questions, particularly as to the Commission's recommendation of a switching rate of \$4.00 per car at Oil City.

On January 7th, 1914, the Commission advised the Complainant that if the Pennsylvania Railroad Company had ignored the recommendations of the Pennsylvania State Railroad Commission and he is desirous of further prosecuting the matter, it will be necessary to file a new complaint with The Public Service Commission.

As the Complainant prosecuted the case no further, it was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 923.

W. H. COX AND COMPANY	} Rate on ties and lumber from Oil
vs.	
PENNSYLVANIA RAILROAD COMPANY.	
	City to various points.

Filed August 29, 1912.—Closed January 7, 1914.

(Reference is made to the report in Complaint Docket No. 930.)

The Complainant alleged unreasonable rate on lumber and ties from its lumber operations in Venango County to various points upon the line of Respondent.

It subsequently filed a similar complaint against the alleged unreasonable rates from various shipping points to other points upon the line of the Respondent, and the two complaints were considered together. In this case the Commission rendered the following

OPINION.

The facts in this case run parallel to and are identical with those in the case of the same Complainants against the Lake Shore & Michigan Southern Railway Company, File No. 930, in which an opinion has just been filed, and recommendations made.

For the reasons therein given, it is recommended that the requests of the Complainants for reductions in rates be not granted, and that the Pennsylvania Railroad Company restore a switching charge of not more than four dollars (\$4.00) per car for transportation from its team tracks at South Oil City to Oil City.

COMPLAINT DOCKET NO. 1095.

CRUCIBLE STEEL COMPANY OF AMERICA vs. PENNSYLVANIA RAILROAD COMPANY.	}	Allowance of free time for loading and unloading under Demurrage Regulations governing inter-plant shipments.
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Filed July 18, 1913.—Closed January 8, 1914.

After the filing of the complaint and answer thereto, a hearing was held, following which the Commission entered an opinion and order as below:

On July 8th, 1911, the Respondent Company issued a rate order (R. No. 977, yet effective) of \$2.50 per car upon iron and steel articles and ore "when arrangement for use of tracks has been granted by the Operating Department between two plants of the same interest for local movement by individual power, distance not to exceed ten blocks."

On October 9th, 1911, the same Company issued another rate order (R. No. 982, also yet effective) of \$.50 per car upon six specified commodities, one of which was dirt, "between two mills of the same plant (intra plant movement) when movement is by individual power over carrier's tracks and when arrangement for use of tracks has been granted by the Operating Department."

Both of these rate orders related to movements at Pittsburgh, Pa.

The Complainant Company has two steel mills in the City of Pittsburgh, located along the branch of the railroad of the Respondent, one of them at Thirtieth Street, and the other 2,800 feet distant, within ten blocks, near Thirty-sixth Street. A part of the plant at Thirtieth Street is on one side of the railroad, and the other part of the plant is on the other side of the railroad. Each plant and each of these two parts is connected by sidings and switches with tracks of the Respondent's railroad. Cars consigned to the Complainant are delivered upon interchange tracks in the yard of the Respondent at Thirty-sixth Street, and from there the Complainant with its own locomotive and its own crew takes the cars over its sidings and the tracks of the Respondent to its plant at Thirty-sixth Street, or to whichever part of its plant at Thirtieth Street it may desire. With the car or train of the Complainant is a conductor selected by the Respondent but paid by the Complainant. This method of delivery appears to have been of advantage to the Complainant and at least was accepted by it. Testimony was given in its behalf that the space at its disposal is very limited and that it could not operate its plant if the respondent should shift the cars into its yard once or twice a day. It frequently happens that after a car is unloaded by the Complainant it is then again loaded, taken over the tracks of the Respondent to the other plant, or to the other part of the same plant, and again unloaded. It sometimes happens that after the second unloading the car is reloaded and returned to the Respondent for transportation elsewhere. In those instances in which commodities are transported from one plant or one part of the plant to another, a shipping order is required by the Respondent. The empty cars and the cars reloaded for shipment outside of the city are returned to the Respondent at Thirty-eighth or Twenty-ninth Streets.

The Respondent has imposed demurrage at the rate of a dollar per day for the detention of each car beyond the usual free time of 48 hours after delivery of the car upon the interchange tracks. The Complainant claims that this is an improper charge when the inter-plant or intra-plant movements covered by the orders aforesaid are made.

The difficulty in this case has arisen because of the fact that the transactions between the Complainant and Respondent include two kinds of movements, and that the effort has been made to blend them together and regard them as but one.

The first of these transactions relates to the delivery of the inbound freight. The delivery of this freight would appear to be complete when the cars, placed upon the interchange tracks at Thirty-sixth Street are there accepted by the Complainant. It is such delivery as has been acceptable to both parties. The subsequent shifting is due to the fact that the different parts of the Complainant's plant are separated and such shifting is done by the Complainants for their own convenience. The fact that the conductor is selected by the Respondent does not change the situation for the reason that it is necessary that he should understand the method of conducting business and the rules governing the railroad of the Respondent in order to avoid accidents and to have this transportation accord with the other transportation over the same tracks, and this explains his selection.

There is nothing in the evidence to show that it was not in the contemplation of the parties that this shifting for the purpose of completing the unloading of the inbound freight would be done within the usual free time allowed, and we do not understand either that such free time is not allowed or that any exception is taken to demurrage charged on these cars for detention beyond the usual 48 hours when they are not engaged in the inter-plant movements we will now consider.

The second series of transactions are of a different character; and just here is where the real contention of the parties rests. In ordinary cases when a car is unloaded it is returned empty to the carrier. In this instance, owing again to the separation of the plants of the Complainant and proximity of the Respondent's tracks, it becomes a matter of convenience to the Complainant to use the cars after they are emptied for the transportation of materials from one part of the plant to the other. The rate orders referred to provide for such transportation. They make a rate applicable to it. They describe the commodities which may be so transported, including dirt, which is not at all likely to be transported otherwise than between these parts of a plant. Each time that the cars of the Respondent are so used for this new transportation it is informed, because it requires a shipping order to be issued by the Complainant for the purpose of authorizing the movement and as a basis for the assessment of the proper charge therefor.

Certain free time for loading and unloading is a necessary incident of all demurrage rules, and wherever such rules apply to any movement the prescribed free time must also apply. Moreover, when any demurrage accrues on any movement it must be assessed under the rules applicable to the facts of that particular movement.

Now these intra-plant shipments are made under and by virtue of the rate orders above mentioned, and it is to be noted that each of said orders contains the following:

Demurrage and Car Service Regulations.

"Under the tariff, when the freight is to be loaded by consignor or unloaded by consignee, \$1.00 per day or fraction thereof, for delay beyond forty-eight hours in loading or unloading, will be added to the rates named herein and constitute a part of the total charges to be collected by the carrier on the property; except that Car Demurrage Bureau or local regulations at shipping point or destination lawfully on file with the Interstate Commerce Commission shall prevail and govern at said points."

Here, then, we have a definite and specific demurrage regulation for these very shipments, prescribed by this Respondent, which states only that demurrage will be assessed "for delay beyond forty-eight hours in loading or unloading," unless, indeed, there be some local regulation * * * to "govern at said points."

For such "local regulation" the respondent refers us to Section E of Rule 3 of the Uniform Demurrage Rules (Tariff P. R. R., T. D. I. C. C. No. 50) which reads as follows:

"On cars to be delivered on interchange tracks of industrial plants performing their own switching service, time will be computed from the first seven A. M. following actual or constructive placement on such interchange tracks until returned thereto."

On this clause of said demurrage rules the Respondent makes its stand.

But this is a general rather than a local regulation, which applies only to those movements in and for which cars are placed on interchange tracks, and evidently does not apply where a distinctly new and different shipment of the car intervenes between its receipt and its return to said tracks. When the inbound freight is unloaded and a new and different movement is inaugurated, that original movement is terminated, and the application of said local regulation then ends. After such unloading the car is again loaded and shipped over the Respondent's rails, in charge of its employees and under its tariffs, in which demurrage regulations for that movement are embodied, to another part of the plant for unloading, thus constituting an entirely new shipment. For this purpose the car does not have "to be delivered on interchange tracks," it being already within the plant of the industry, and it would be perfectly useless and wholly unnecessary to order in a new car or to return this car to said tracks and immediately take it back for the intra-plant movement; and this was certainly never in the contemplation of the parties. That individual power is used for the movement may affect the rate, but it does not change the movement. Indeed in other rate orders of the respondent (R-908 & J-1983) the rate prescribed is the same whether the movement be made by individual or by carrier's power.

It is only by completely ignoring this intervening intra-plant movement that the so-called "local regulation" can possibly be made to apply here; and this is just the position taken by the Respondent as stated by its Counsel at the hearing (P. 5) when he says—"Our theory is that we know nothing of that movement." This is practically an admission

that said local regulation does not apply to the movements in question here, and since the rate orders providing for said movements contain demurrage regulations applicable thereto they must be so applied. So, it is evident that the Respondent regards this question as if, after the in-bound freight is placed on the interchange tracks, nothing except the unloading of that car occurs until its return to said tracks; and this, notwithstanding it has in the meantime conducted another movement of the same car over its tracks and made its proper charge for that service. This is a total ignorance of the essential facts of the case and a direct violation of the demurrage rules prescribed for these intraplant movements, and cannot be allowed.

The fact is that these parties conferred about the situation at Complainant's plant, both being familiar with conditions there, and as a result of that conference said rate orders were promulgated, with a full understanding of just how the movements therein provided for would be conducted; and for the greater part of the time since those orders were made effective the construction given them by the Respondent accorded entirely with that herein expressed and the usual free time was allowed.

We concluded, therefore, that the general demurrage regulations contained in said rate orders—and in any similar ones for these intraplant movements, if such there be—control.

In this view of the case it is unnecessary to study and analyze the movements in question and determine their exact character and the precise relation of the Respondent to them. But there seems to be no reason why, upon this new and additional contract for such movements, the usual free time for loading and unloading should not be allowed. Such free time has no relation to the distance the commodities have to be transported, whether 2,800 feet or one hundred miles. It is allowed for the purpose of loading and unloading, and these designated commodities, or, iron, steel and dirt, all have to be handled.

We do not regard the question of jurisdiction as serious, for we assume no authority over demurrage accruing in interstate transportation. As we view the matter, the cars delivered to the Complainant in interstate transportation cease to be further connected therewith as soon as they are unloaded and engaged in inter-plant movements, the same as if they were then loaded for out-bound intra-state transportation.

Nor do we discover any difficulty because of the average demurrage agreement, which is affected not at all by the character of the shipments or transportation in which the cars may be engaged.

ORDER.

In accordance with the views expressed in the opinion filed herewith, this Commission hereby determines that the Complainant, Crucible Steel Company of America, since Rate Orders R. No. 977 and R. No. 982 of the Respondent, The Pennsylvania Railroad Company, became effective respectively, has been, and so long as said Rate Orders remain effective is entitled to allowance of the free time for loading and unloading specified in said orders, and directs said Respondent to grant the same.

COMPLAINT DOCKET NO. 810.

GEORGE SLOYER	} Allegations against service.
vs.	
PHILADELPHIA & WESTERN RAILWAY COMPANY.	
PENNSYLVANIA RAILROAD COMPANY.	
ADAMS EXPRESS COMPANY.	
PHILADELPHIA & WEST CHESTER TRACTION COMPANY.	

Filed December 2, 1911.—Dismissed February 3, 1914.

The Complainant filed allegations against numerous public service companies, his main complaint being lodged against the Pennsylvania Railroad Company—

That the north side sheds at Morton, Clifton, Swarthmore and Lansdowne Stations of the Baltimore Central Division were not enclosed, thereby causing inconvenience to the patrons of its line.

That the north side waiting room of the Media Station on the Baltimore Central Division was not heated.

When this condition was brought to the attention of the Respondent, the latter at once advised the Commission that instructions were being given to heat the station, thus disposing of this latter count by the Complainant.

That the front car on the train leaving West Chester daily at 9:23 A. M. was locked.

The Respondent in answer advised that the front car is kept locked, as the station at West Chester is a dead-end station, the rear of the train being at the station under the train sheds, and that passengers boarding the train at West Chester could not get into the front coach, unless that passenger trespassed on the Company's property, in going in by the way of the front end of the train. This being satisfactory, the Commission dismissed that part of the complaint.

ADAMS EXPRESS COMPANY.

The Complainant alleged delay in the delivery of papers from Philadelphia to Upper Darby, and in answer Respondent advised that the shipment was marked "The Weekly Times, Upper Darby, Pa.," by the shipper, but as the billing office for Upper Darby is Llanerch, the package was delivered at that point, and the Complainant was advised and called there for the papers, and further, that the shipper had advised the Respondent that the Complainant first ordered the package sent to Milbourne Mills, but later changed that destination to Upper Darby. The Respondent sent its representative to call upon the Complainant, who informed the representative that he had no complaint to make against the service, and that allegation was therefore dismissed.

PHILADELPHIA AND WEST CHESTER TRACTION COMPANY.

PHILADELPHIA AND WESTERN RAILWAY COMPANY.

The Complainant averred that these Companies indiscriminately issued passes, to which complaint the Pennsylvania State Railroad Commission advised that the Commission, under the law, has no jurisdiction, but it was a matter for adjudication by the courts.

Commissioner Brecht then called upon the Complainant at his office in West Chester for a conference, and invited him to meet with the Commission in Philadelphia, but the Complainant later advised that it was impossible for him to do so.

After a careful consideration of the facts of the allegations made by the Complainant, and as his complaints against all but the Pennsylvania Railroad Company had been adjusted or dismissed, the following Opinion and Recommendation was made October 25, 1912, by the Pennsylvania State Railroad Commission:

OPINION.

Complaint has been made before this Commission that the open stations maintained on the north side of the P. B. & W. Railroad at Lansdowne and Swartbore afford no protection to passengers from cold and inclement weather while waiting for trains, and a request made upon the Commission to recommend that a room at one end of each of said stations be enclosed, as was done at Media, and properly heated for the accommodation of passengers.

The exposure complained of becomes especially a hardship and even dangerous to health when trains are late, as passengers are not able to learn definitely from the station agent when belated trains will arrive, and are therefore compelled to leave the protection of the main station on the south side from five to seven minutes before the time at which trains are scheduled to arrive, and cross over to the north side of the road, where in open sheds exposed at times to driving rain or snow, they are obliged to wait in some instances from a half hour to three quarters of an hour or more before their train arrives. Such exposures to cold weather and winter storms while waiting for trains is particularly hazardous to old people, persons in feeble or impaired health, and little children who may be under the care of their mother or some other member of the family.

While the north side station at both places are located directly across the track from the ticket office, and therefore only a few feet away from the main waiting room, yet from the fact that these stations are only reached by means of a high overhead bridge in the one case, located at the extreme end of the station yard, and by rather a difficult subway to pass through, similarly located at the other, there is no way of taking advantage of the comforts, facilities or protection of the main station, when passengers have once crossed over to the north side to take trains. And consequently conditions that have been and are now prevailing at the stations in question, must have become extremely trying at times to the traveling public in those sections, and would tend to indicate that some remedial steps should be taken by the railroad company to relieve the situation.

It would be a matter of but trifling cost to the railroad company, as the Commission has learned from an inspection of the two places, to inclose a room about fifteen feet long at one end of the open stations now located on the north side of the railroad track at these points, and used for passenger purposes, and thus afford the desired protection to patrons of the road while waiting for trains.

The Commission is of the Opinion that the request in this instance is reasonable and proper, and the protection desired should be granted, and it therefore

RECOMMENDS

That the necessary steps be taken in due season by the Pennsylvania Railroad Company, to provide a sheltered waiting room properly heated, for the accommodation of passengers at each of the north side stations at Lansdowne and Swarthmore on the P. B. & W. Railroad."

The Pennsylvania Railroad Company later advised that the shelters recommended at Lansdowne and Swarthmore had been erected, and these stations, as well as the station at Media, had been supplied with heat.

Subsequently, many indiscriminate complaints were filed by the Complainant before The Public Service Commission, but the Complainant, upon being requested to comply with the law and verify his complaint, refused to do so, and the complaints were therefore dismissed.

COMPLAINT DOCKET NO. 1099.

PAUL RUDERT	} Long distance rate—Saxonburg to Pittsburgh.
vs.	
SAXONBURG TELEPHONE COMPANY.	

Filed July 25, 1913.—Dismissed February 19, 1914.

Complaint was made against the practice of Respondent in charging an excess of 10 cents in addition to the published toll rate for messages from Saxonburg to Pittsburgh, in cases where such calls were made by any other than a subscriber.

The Commission found, upon investigation, that it was the prevailing practice of sub-license or minor companies to make a charge to non-subscribers for use of service,—usually 5 cents for local calls, that is, calls on the system of the local company, and 10 cents to exchanges of the Bell Company, when such calls are made from other than a public, local and long distance pay station. The reasons for so doing is given that this is the only way to protect themselves from loss of tolls and avoid disputes and difficulties with subscribers accounts.

The Commission directed therefore, that the complaint be dismissed.

COMPLAINT DOCKET NO. 1039.

SPRING BROOK LUMBER COMPANY
 vs.
 THE BELL TELEPHONE COMPANY OF
 PENNSYLVANIA.

} Alleged excessive and discrimina-
 } tory toll charges from Moosic to
 } Scranton, Taylor and Old Forge.

Filed March 3, 1913.—Dismissed April 9, 1914.

The controversy in the above named case arose from attempt by Respondent to abrogate a contract of eleven years standing written for a period of one year and to continue thereafter until thirty days notice was given by either party to the other of desire to terminate.

It was shown that service and rates had been and still were satisfactory to the Plaintiff. It was also shown that by reason of expansion and growth of the business changes were imperative in the manner of continuance of the service. It was further shown and established that such changes would not impair the usefulness of the service to the Complainant, but on the other hand would result in a more equitable rate to all patrons of the service in the locality served and that the proposed changes were in strict accordance with best established usages and approved method of furnishing service.

No testimony was adduced to successfully controvert that of the Respondent to this effect. The complaint was therefore dismissed.

COMPLAINT DOCKET NO. 1089.

AMERICAN PLATE GLASS COMPANY
 vs.
 KANE & ELK RAILROAD COMPANY.

} Alleged discriminatory demurrage
 } charges.

Filed June 30, 1913.—Closed May 6, 1914.

The Complainant alleged that it was unable to obtain the advantage of the average demurrage rules enjoyed by other similar concerns upon the Respondent's road.

In answer, the Respondent denied the existence of any so-called average demurrage rules, averring that it was required by the Pennsylvania Railroad Company, with whose lines it connected at Kane, to pay 45 cents for each day a car remained upon its line, and that, on the other hand, it permitted the Complainant and other industrial concerns upon its line 48 hours free service; that its demurrage charges were reasonable and just and compared favorably with those charged by other carriers.

Commenting upon the answer filed by the Respondent, the Complainant denied the truthfulness of the averment of the Respondent that its charges for demurrage were uniform, and alleged that in an agreement between the parties the

Respondent agreed, with reference to freight rates, to treat the plant of the Complainant (located four miles distance from Kane) as if the same were actually located at Kane, but notwithstanding this agreement an excess rate of 20 cents per ton was charged upon most of the material delivered to it.

A date for hearing was appointed and both parties were represented by Counsel at said hearing. Before entering upon a formal hearing, request was made and granted by the Commission for a consultation between the parties, after which it was reported to the Commission that an arrangement had been agreed upon to test the operation of an average demurrage agreement for a period of three months, at the end of which time they would advise the Commission as to whether or not the agreement would continue and the case concluded.

No further advices having been received from the parties, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 994.

BOARD OF TRADE OF THE BOROUGH OF FALLS CREEK	}	Failure to extend lines to and into Falls Creek.
vs.		
DUBOIS ELECTRIC TRACTION COM- PANY.		

Filed December 28, 1912.—Dismissed May 27, 1913.

The Complainant petitioned the Commission to recommend the extension of the line of the Respondent to the Borough of Falls Creek alleging that as at present constructed the line reached a point within one-quarter of a mile of the Borough, and that the facilities for reaching the terminus of the line were such as to make it very inconvenient and dangerous for those desiring to avail themselves of the Respondent's service.

The Respondent, in answer, averred that to extend its line into the Borough of Falls Creek would necessitate the crossing of no less than fourteen steam railroad tracks, which presented an obstacle impossible to overcome. It further averred that plans had been accepted by the State Highway Department to carry the highway across the above mentioned steam railroad tracks by means of a viaduct which, when completed, would enable it to enter the Borough in a safe and satisfactory manner.

In commenting upon the answer of the Respondent the Complainant denied the necessity for crossing fourteen railroad tracks, averring that there were only eight tracks necessary to be crossed to enter the Borough.

The Commission made an inspection of the condition complained of, after which it requested the engineers of the carriers, as well as the engineer of the State Highway Department, to take the matter up and arrange to adjust it so that the expense to be incurred by each would be mutually agreeable.

After a lapse of considerable time and no action being reported to the Commission by either of the parties, the case was marked dismissed.

COMPLAINT DOCKET NO. 1094.

RESIDENTS OF MADERA, ET AL.

vs.

NEW YORK CENTRAL & HUDSON
RIVER RAILROAD COMPANY.} Passenger train service between
Clearfield and Irvona.

Filed July 7, 1913.—Closed June 16, 1914.

Complaint was filed by Charles E. Haines, on behalf of residents of seven municipalities in Clearfield County, situated on the line of the Pennsylvania Division of the New York Central & Hudson River Railroad as follows: Clearfield, Faunce, Carnwath, Boardman, Medera, Glen Hope and Irvona, petitioning for the re-establishment of the passenger train service which had been formerly in operation between Clearfield and Irvona, without change of cars, and which service is now superseded by a mixed freight and passenger train; for a revision of the time-table to the original schedule, or to insure better connections at various points with other lines by reducing the running time, and to eliminate the passenger transfer at Dimeling Junction; or, in lieu thereof, for the installation of one additional passenger train daily in each direction.

These petitions were filed with the Pennsylvania State Railroad Commission and transferred to The Public Service Commission on August 4th, 1913, which latter Commission made one inspection and held two hearings.

The Respondent, in its answer, averred that the changes which had been made were necessitated by the reduced earnings of the branch in question, as the passenger train had not been paying operating expenses; that the territory was very "thin" for passenger travel; and that local freight is handled only between Irvona, Glen Hope and Madeira; and filed at the request of the Commission, a statement showing cost of operating the passenger train under the new schedule; and later, filed an offer for the re-establishment of its passenger schedule, which did not meet with the approval of the Commission because the time of the morning run would be materially lengthened, and passengers would arrive in Clearfield only eighteen minutes earlier.

Approving the report of its sub-Committee, the Commission advised the Respondent that it should

First: Discontinue the handling of freight on the passenger train; and

Second: Furnish service, starting from Irvona before 7 o'clock A. M., reaching Clearfield before 9 o'clock A. M.; leaving Clearfield before 5 o'clock P. M., arriving at Irvona before 7 o'clock P. M.

At the request of the Respondent, which demurred against compliance with this Order, a re-hearing was held, following which the Commission re-affirmed its previous opinion.

The Respondent petitioned the Commission to withhold the enforcement of its Order, pending the decision in the complaint of Chester H. Ashton vs. New York Central & Hudson River Railroad Company, involving passenger train service on the Cowanesque Branch, in which case an Order, if made, might affect the general arrangement of passenger trains, so as to require a subsequent re-arrangement of the service on the Pennsylvania Division

Upon the adjudication of the Ashton complaint, the Commission directed the Respondent to comply with the Order already entered, the effective date of the new service to be not later than the beginning of the Summer schedule. The Respondent advised that the changes approved by the Commission were put into effect on June 16, 1914, and the case was ordered to be closed.



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REPORTS OF COMPLAINTS

FILED WITH AND DETERMINED BY

THE PUBLIC SERVICE COMMISSION.

July 26, 1913, to June 30, 1914.



COMPLAINT DOCKET NO. 14.

CHARLES H. J. BARNETT
 vs.
 THE BELL TELEPHONE COMPANY OF
 PENNSYLVANIA.

} In re telephone service.

Filed August 6, 1913.—Dismissed August 19, 1913.

This was a complaint as to the service rendered by the Respondent Company in Philadelphia, but before any action was taken on it the Company adjusted the matter with the Complainant, and at his request, the case was dismissed.

COMPLAINT DOCKET NO. 3.

THE DUQUESNE COMPANY
 vs.
 BALTIMORE & OHIO RAILROAD COM-
 PANY.

} Delay in placing freight car.

Filed August 4, 1913.—Withdrawn September 9, 1913.

Complainant alleged the delay of Respondent in placing a car ordered by the shipper. It appeared that there was a misunderstanding as to the type of car ordered, which was explained and the shipment moved by the carrier before the complaint was received by it. The complaint was withdrawn.

COMPLAINT DOCKET NO. 7.

D. W. VAN CAMP
 vs.
 PLAINFIELD RURAL BELL TELE-
 PHONE COMPANY.

} Refusal of unincorporated Com-
 pany to furnish service at estab-
 lished rate.

Filed August 11, 1913.—Closed September 12, 1913.

This was a complaint that certain persons, conducting a private telephone line in Cumberland County, refused to allow the Complainant to use their line.

It was dismissed because the Commission had no jurisdiction over the persons complained of, who were not a public service company.

COMPLAINT DOCKET NO. 10.

JAMES E. DECKER
vs.
RAMEY WATER COMPANY. } Inadequate service.

Filed August 14, 1913.—Dismissed September 12, 1913.

This was a complaint that the Respondent Company did not furnish water to the home of the Complainant in the Borough of Ramey, Clearfield County.

It appeared that the house of the Complainant was at a higher elevation than the Company had agreed to supply, and that the matter of the complaint had been investigated by the Engineer of the Water Supply Commission, who reported that it could not be improved without injury to the other consumers. The complaint was dismissed.

COMPLAINT DOCKET NO. 2.

JAMES C. YERKES
vs.
UNITED STATES EXPRESS COMPANY. } Alleged excessive rate on iron pulley wheel from Reading to Goldsboro.

Filed July 31, 1913.—Closed September 23, 1913.

This complaint was based on the fact that express deliveries at Birdsboro were made at the Wilmington and Northern Railroad depot, and not at the station at the junction of said road with the Philadelphia and Reading Railway, where there was also a station.

The complaint was forwarded to the Respondent Company and it at once made arrangements for the deliveries as requested and the case was marked closed.

COMPLAINT DOCKET NO. 30.

V. C. DWYER
vs.
CENTRAL DISTRICT TELEPHONE COMPANY. } Refusal to continue contract for telephone service under rates now in effect.

Filed August 30, 1913.—Closed September 24, 1913.

Complainant averred that the Respondent Company proposed to cancel its contract for telephone service and substitute therefor a contract which Complainant did not consider so favorable.

The Commission, upon investigation, found that the contract under which service had been furnished provided that at the expiration of one year from the date thereof but ten days' notice was required from either party for advice as to its cancellation, and the Commission therefor advised the Complainant that, under the terms of said contract, the Respondent Company had a right to cancel the same upon notice as prescribed. The case was forthwith closed.

COMPLAINT DOCKET NO. 26.

AUBURN SHALE BRICK COMPANY vs. PHILADELPHIA AND READING RAIL- WAY COMPANY, PENNSYLVANIA RAILROAD COMPANY.	}	Alleged refusal to issue reasonable joint rate on brick from Auburn to Hazleton.
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Filed August 29, 1913.—Dismissed September 26, 1913.

This complaint was against a joint rate of \$1.75 per net ton quoted the Complainant on a shipment over the two railroads mentioned, from Auburn to Hazleton.

The matter was taken up with the Railroad Companies, and upon investigation it was proved that the rate quoted was due to a mistake, and a new rate of \$1.00 per net ton was made, which was satisfactory to the Complainant, and the case was dismissed.

COMPLAINT DOCKET NO. 44.

KEYSTONE BONE FERTILIZER COM- PANY vs. PENNSYLVANIA RAILROAD COMPANY.	}	Rate on fertilizer from Philadel- phia to Freemansburg, North- ampton County.
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Filed September 24, 1913.—Dismissed October 8, 1913.

This was a complaint against a rate on fertilizer from Philadelphia to Freemansburg.

Upon investigation, it appeared that the shipment in transit moved partly through the State of New Jersey, which constituted interstate transportation. The Complainant was therefore advised that this Commission could not exercise jurisdiction, and the complaint was dismissed.

COMPLAINT DOCKET NO. 52.

SUNBURY TABLE WORKS vs. PHILADELPHIA & READING RAILWAY COMPANY.	}	Claim for overcharge.
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Filed October 3, 1913.—Withdrawn October 8, 1913.

Complaint alleged an overcharge of \$18.00 due to the Respondent Company placing a fifty foot car when a forty foot car was ordered.

Before answer was filed by the Respondent Company the Complainant advised that satisfactory adjustment had been made and requested permission to withdraw the complaint, which was granted.

COMPLAINT DOCKET NO. 24.

W. J. WHITE
 vs.
 T. W. PHILLIPS GAS AND OIL COM- } Alleged overcharge in gas bill.
 PANY.

Filed August 29, 1913.—Dismissed October 8, 1913.

The Complainant alleged that he had been overcharged for gas supplied to his home in Bakerstown by the Gas Company, and on investigation it appeared that the charge was based on meter readings that had been called to the attention of the Complainant and that there was a leak in the gas line, known to the Complainant.

The Commission decided that the matter was not one to be settled by it and the complaint was dismissed.

COMPLAINT DOCKET NO. 43.

CHARLES H. SMITH
 vs.
 PENNSYLVANIA RAILROAD COMPANY. } Higher rate of fare from Lemont, Centre County, to Lebanon, Lebanon County, than from Lebanon to Lemont.

Filed September 23, 1913.—Closed October 30, 1913.

Complainant averred that the passenger rate from Lemont to Lebanon is higher than the rate from Lebanon to Lemont, the reverse direction.

Upon investigation, it appeared that the agent of the Pennsylvania Railroad Company at Lemont did not know of a through fare from that point to Lebanon and issued a local ticket to a junction point, so that the rate charged was made up of two local fares. At the request of the Railroad Company a refund was allowed, and the case closed.

COMPLAINT DOCKET NO. 53.

A. F. HOFFSOMMER
 vs.
 CORNWALL & LEBANON RAIROAD } Excessive rate of fare Mount
 COMPANY. } Gretna to Conewago.

Filed October 7, 1913.—Dismissed October 30, 1913.

A complaint that the fare from Mount Gretna to Conewago was more than the fare from Conewago to Mount Gretna, due to the fact that mileage books could be used in exchange for tickets at Conewago, but not at Mount Gretna.

The Railroad Company explained that as a convenience to its patrons it was able to offer them tickets in exchange for mileage at stations where it had a ticket agent, but that Mount Gretna was a non-agency station. When the explanation was made to the Complainant, he asked that the case be dismissed.

COMPLAINT DOCKET NO. 55.

L. P. SATTERTHWAITE	}	Alleged excessive rate on cattle Woodbourne to Philadelphia, Penna.
vs.		
PHILADELPHIA & READING RAILWAY		
COMPANY.		

Filed October 10, 1913.—Closed October 30, 1913.

Complainant alleged an excessive rate on cattle shipped from Woodbourne to Philadelphia.

Upon investigation the Respondent found that an error had been made in the charge,—the agent quoting the wrong class rate.

A refund of the overcharge was made to the Complainant, and the case was marked closed.

COMPLAINT DOCKET NO. 62.

J. M. WILSON, ET AL.	}	Insufficient heat on passenger train operated from Sligo to Lawson- ham, Clarion County.
vs.		
PENNSYLVANIA RAILROAD COMPANY.		

Filed October 22, 1913.—Closed October 31, 1913.

The complaint, filed by a number of passengers on a train of the Respondent Company running from Sligo to Lawsonham, alleged that the train on October 21st was not heated.

The Railroad Company explained that the condition was due to an accident to its regular equipment, and that steps had been taken to provide against its recurrence.

This was communicated to the Complainants, and the case closed.

COMPLAINT DOCKET NO. 11.

THOMAS C. JENKINS	}	Failure to make delivery of ship- ment of butter consigned to non- agency station.
vs.		
AMERICAN EXPRESS COMPANY.		

Filed August 14, 1913.—Closed October 31, 1913.

Thomas C. Jenkins complained that he had shipped butter by the American Express Company to Douglas and that it had been sent to Scott Haven, where the consignor refused to receive it on account of the delay in delivery, and asked for a refund of the express charges.

On investigation the Respondent Company learned that its driver who collected the shipment had not informed the shipper that Douglas was a "put-off" station and that unless charges were prepaid shipments would be carried to Scott Haven, the nearest billing station, and a refund was promptly made to the Complainant, whereupon the complaint was marked closed.

COMPLAINT DOCKET NO. 35.

P. C. WOLF
 vs.
 BUFFALO AND LAKE ERIE TRACTION
 COMPANY.

} Petition for stop at point designat-
 ed as the "Wolf Stop."

Filed September 12, 1913.—Closed November 13, 1913.

Complainant petitioned the Commission to establish a stop for Respondent's cars at a point known as "Wolf". Upon investigation the Commission found that there was no public highway leading to the point in question, the only way for passengers to reach the point was over private property. In view of the distance between stops, however, on this portion of Respondent's line the Commission recommended that the Respondent stop its cars at the point in question from the 15th of October to the first of September, which suggestion being adopted by the Respondent the case was marked closed.

COMPLAINT DOCKET NO. 56.

THE MAGEE CARPET COMPANY
 vs.
 PHILADELPHIA & READING RAILWAY
 COMPANY.

} Alleged excessive mileage collected
 for transportation from Blooms-
 burg to Philadelphia.

Filed October 10, 1913.—Closed November 19, 1913..

Complainant alleged that the Respondent deducted 152 miles from mileage books for travel between Bloomsburg and Philadelphia, whereas the mileage distance was only 148.8 miles.

Respondent stated that the apparent discrepancy was due to the regulations of the Company, which required mileage to be collected between terminal points for conductors' runs. However, in order to avoid the excess mileage, Respondent agreed that a passenger presenting his mileage book to an authorized ticket agent, could secure a mileage exchange ticket therefor, and thus obtain the advantage of short line distances.

As this action removed the cause of complaint, the case was marked closed.

COMPLAINT DOCKET NO. 67.

E. O. SHAFFNER
 vs.
 HARRISBURG GAS COMPANY.

} Excessive charge for extending gas
 main.

Filed September 13, 1913.—Closed November 19, 1913.

Complainant objected to the rate quoted by Respondent for the extension of its mains to supply service to certain dwelling houses which had been erected by the Complainant.

Respondent, in answer, advised that it had reached an amicable agreement with Complainant, whereby the desired service was furnished, and upon receipt of advice to like effect from Complainant, the Commission marked the case closed.

COMPLAINT DOCKET NO. 29.

<p>C. E. BYREM vs. RIVERTON CONSOLIDATED WATER COMPANY.</p>	}	<p>Failure to furnish water at residence at North Riverton.</p>
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Filed September 2, 1913.—Closed November 29, 1913.

Complainant alleged that Respondent refused to extend its lines to supply water service to Complainant's residence on Dale Avenue, in North Riverton.

Upon investigation the Respondent Company agreed to extend its lines to furnish the desired service, and the complaint, being thus satisfactorily adjusted, was marked closed.

COMPLAINT DOCKET NO. 86.

<p>CHARLES DREIFUS COMPANY vs. PHILADELPHIA AND READING RAIL- WAY COMPANY.</p>	}	<p>Alleged discrimination of weight on carload of scrap shipped from Wilkes-Barre, Luzerne Co., to Columbia, Lancaster Co.</p>
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Filed November 25, 1913.—Dismissed December 6, 1913.

The complainant alleged a discrepancy of 3,000 pounds in the weight of a carload of scrap iron originating on the Lehigh Valley Railroad and delivered by the Philadelphia and Reading Railway, and requested that the Commission direct the latter road to make payment to cover this loss in transit.

After due consideration the Commission advised the Complainant that the question was not one within the jurisdiction of the Commission but was a matter for the determination by the courts. The complaint was therefore dismissed.

COMPLAINT DOCKET NO. 18.

<p>FEDERAL STEEL FOUNDRY COMPANY vs. PENNSYLVANIA RAILROAD COMPANY, PHILADELPHIA AND READING RAIL- WAY COMPANY.</p>	}	<p>Alleged excessive rate on car of gas coal from Chester Steel Casting Company, Chester, to complainant's plant at Chester.</p>
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Filed August 19, 1913.—Closed December 16, 1913.

Complaint alleged excessive rate on a car of gas coal from the Chester Steel Casting Company, Chester, to Complainant's plant at Chester.

The Respondents averred that the rate collected was in accordance with their published tariffs and that said rate was reasonable and just.

A copy of the answer was furnished to Complainant who advised, under date of December 11th, 1913, that it did not care to further prosecute the case.

It was accordingly marked closed.

COMPLAINT DOCKET NO. 54.

CHARLES F. BROWN
 vs.
 BALTIMORE & OHIO RAILROAD
 COMPANY.

} In re passenger train service be-
 tween Pittsburgh and New
 Castle.

Filed October 9, 1913.—Closed December 16, 1913.

Complainant alleged that the early morning train service from New Castle to Pittsburgh was inadequate and unsatisfactory, due to the fact that Train No. 15 did not maintain its schedule, thereby causing considerable inconvenience to patrons living in New Castle and employed in Pittsburgh.

Respondent in answer, stated that the delay caused by the train in question had been largely due to a congestion of traffic in this territory, but that it had rearranged its operations which would overcome the cause of delay.

The Complainant later advising that the service had greatly improved, the case was marked closed.

COMPLAINT DOCKET NO. 39.

JAMES L. WOLF
 vs.
 PHILADELPHIA RAPID TRANSIT
 COMPANY.

} Routing of cars.

Filed August 19, 1913.—Closed December 29, 1913.

Complainant alleged that certain changes in the routes of some of the cars of the Respondent Company would result in considerable inconvenience to himself and other patrons of the lines in question.

The matter was referred to the Respondent, which advised that the inconvenience pointed out by the Complainant would be adequately met when certain further rerouting changes were completed.

This action was communicated to the Complainant, who, after some delay, advised that the routes had now been changed and were entirely satisfactory. The case was accordingly marked closed.

COMPLAINT DOCKET NO. 8.

MECHANICAL REFRIGERATING COM-
 PANY
 vs.
 WILKES-BARRE GAS AND ELECTRIC
 COMPANY.
 CITIZENS' ELECTRIC ILLUMINATING
 COMPANY.

} Alleged discriminatory rate for
 power, favoring Pittston as
 compared with Wilkes-Barre.

Filed August 12, 1913.—Closed January 1, 1914.

Complainant alleged that the rates in effect in the cities of Wilkes-Barre and Pittston constituted a discrimination in favor of the latter city.

Complainant was advised that under the provisions of The Public Service Company Law the Commission could not finally adjudicate complaints prior to January 1st,

1914, but that if Complainant would enter a formal complaint specifying the rates complained against, the Commission would endeavor to obtain such information as would enable it to promptly dispose of the matter after that date.

As the Complainant failed to file the additional information requested, the complaint was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 49.

<p>W. J. SCHOPP vs. READING TRANSIT COMPANY.</p>	}	<p>Petition to stop at Ridge Avenue and Lauriston Street, Wissahick- on, Philadelphia County.</p>
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Filed October 1, 1913.—Closed January 6, 1914.

Complainant in this case objected to the abolition of stop at Ridge Avenue at the intersection of Lauriston Street, Wissahickon, alleging that this inconvenienced Respondent's patrons.

A member of the Commission made an inspection of the situation and found that the line of Respondent at the point in question is built on a heavy grade, and recommended in view of the comparatively short distance to be travelled by the patrons involved in this complaint, the attendant danger during the winter season of stopping the cars on the down grade, due to the slipping of wheels and the possible locking of brakes, that Respondent be permitted to abolish said stop on the down grade from November 1st to April 1st of each year. This recommendation was approved by the Commission, and the parties in interest were so advised. The case was marked closed.

COMPLAINT DOCKET NO. 59.

<p>J. W. PETTIS vs. PHILADELPHIA & READING RAILWAY COMPANY.</p>	}	<p>Loss occasioned by delay in tran- sit to various shipments of country produce.</p>
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Filed October 15, 1913.—Dismissed January 6, 1914.

Complainant alleged delay in shipments of produce from Biglerville to Philadelphia, presenting at the same time a claim for damages to cover loss due to said delay in transit.

Upon investigation, the Commission found that the transportation in question seemed to be reasonably prompt and expeditious, and as for the damages claimed, the Complainant was referred to the Courts, the Commission having no jurisdiction over this phase of the complaint. The complaint was accordingly dismissed.

COMPLAINT DOCKET NO. 88.

HIRAM SWANK'S SONS
vs.
PENNSYLVANIA RAILROAD COMPANY.

} Alleged that a higher rate was charged than the rate quoted on a shipment of firebrick from Johnstown to New Kensington, Westmoreland County.

Filed November 29, 1913.—Closed January 6, 1914.

The complainant requested reparation to cover an alleged overcharge on a shipment of firebrick from Johnstown to New Kensington, averring that a rate of \$1.00 per net ton had been quoted, whereas charges had been collected at the rate of \$2.20 per net ton.

Upon taking the matter up with the respondent it was found that the rate of \$2.20 per net ton had been charged to complainant in error.

The Commission directed therefore that a refund be made to the Complainant, and marked the case closed.

COMPLAINT DOCKET NO. 4.

B. D. NORTHRUP
vs.
THE MANUFACTURERS' LIGHT AND
HEAT COMPANY.

} Alleged discriminatory rate for gas.

Filed August 4, 1913.—Closed January 7, 1914.

Complainant in this case alleged a discrimination against the small consumer in favor of the large consumers, from the fact that the rates in effect were arranged on a sliding scale basis.

In its answer the Respondent denied that its rates were excessive, or that its sliding scale of rates worked any discrimination against the Complainant; averring further that said rates were practically the same as those in effect in the State of Ohio, and had been approved by The Public Service Commission of that State.

A copy of said answer was forwarded to the Complainant for comment, but as no further advices were received from him, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 6.

E. W. GRANT
vs.
THE BELL TELEPHONE COMPANY OF
PENNSYLVANIA.

} Alleged unjust regulation in charging toll rate when party called is not secured.

Filed August 7, 1913.—Closed January 7, 1914.

Complainant objected to the Respondent's charge of 10c. for call from Jeanette to Claridge, Pa., when the person desired could not be reached.

Respondent in its answer, alleged that the use of its facilities and the time of its employees involved in the handling of calls of the character in question did not warrant it in guaranteeing to secure any particular person by the calling party.

A copy of this answer was forwarded to the Complainant for comment, and as no further advices were received from him, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 12.

STROUDSBURG AND BUSHKILL TELEPHONE COMPANY.

vs.

THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.

Refusal to permit physical connection with Bell Lines and lines of the Stroudsburg and Bushkill Telephone Company.

Filed August 31, 1913.—Closed January 7, 1914.

Complainant alleged that prior to the purchase by the Respondent Company of the Van Pike Telephone Company, an agreement existed between said Company and Complainant, for the through transmission of messages throughout the length of both lines, but, that since Respondent acquired, by purchase, the Van Pike Telephone Company, the physical connection between the two lines has been discontinued, and the Respondent Company refused to accept or transmit messages originating upon the line of Complainant Company.

The Respondent, in its answer, advised that it purchased a pole line extending from Bushkill to Nyce Farm, a point about $1\frac{1}{2}$ miles beyond Egypt Mills, for the purpose of extending its Stroudsburg service to a section naturally tributary to the Stroudsburg central office district; and further, that the said pole line was used for therouting of a trunk line between Respondent's central office at Stroudsburg and the central office of the Van Pike Telephone Company at Dingman's Ferry. Respondent denied, however, that it is or was at any time a party to any agreement between Complainant and the Van Pike Telephone Company.

A copy of said answer was forwarded to Complainant for comment, and as no reply was made thereto, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 13.

G. H. STEPHENSON

vs.

THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.

Inadequate service.

Filed August 5, 1913.—Closed January 7, 1914.

Complainant objected to the refusal of the Respondent to install jacks and plugs in his residence; and averred also that a charge of \$3.00 per annum for a cord over ten feet in length was excessive.

Respondent stated that the type of equipment desired by the Complainant was obsolete, and as same was no longer furnished to any of its subscribers, it was not willing to discriminate in favor of the Complainant.

As to the charge of \$3.00 for cord, Respondent stated that this rate was not excessive in view of the high maintenance charges due to the trouble experienced in the use of cords of this character.

Complainant was furnished with a copy of Respondent's answer, and as no comment was received from him, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 20.

S. S. JOHNSON
vs.
PHILADELPHIA AND READING RAIL-
WAY COMPANY.

} Alleged excessive rate for transpor-
tation of baled hay from New
Hope to Philadelphia.

Filed August 20, 1913.—Closed January 7, 1914.

The complaint alleged increase in the rate for transportation of baled hay from New Hope to Philadelphia.

Respondent, in its answer, alleged that the rate had not been changed, which fact was brought to the attention of Complainant and this satisfied the complaint, it was marked closed.

COMPLAINT DOCKET NO. 21.

THE SLATE PRODUCTS COMPANY
vs.
LEHIGH & NEW ENGLAND RAILROAD
COMPANY.

} Issuance of bills of lading stamped
"Shippers load and count."

Filed August 20, 1913.—Dismissed January 7, 1914.

The Complainant was a shipper of slate products from a quarry located on Respondent's line, about a mile and a half east of Pen Argyl Station. The complaint alleged that the Respondent refused to issue bills of lading until the arrival of the cars at Pen Argyl Station, thus depriving the Complainant of a receipt for their consignments on the movement from its quarry to said station of the Respondent.

Respondent contended that it had been its practice to issue bills of lading to the Complainant upon receipt of consignments at Complainant's quarry, said bills of lading bearing the notation "Shipper's load and count", but that, due to certain misrepresentations made by the Complainant, it was forced to discontinue this practice. Respondent stated that it was at all times ready to furnish Complainant with regular bills of lading for contents of cars when same agree with Complainant's forwarding orders, if reasonable time shall be allowed to check their less than carload freight at Pen Argyl.

A copy of this answer was served upon the Complainant, and as no further prosecution of the matter was made, the complaint was dismissed.

COMPLAINT DOCKET NO. 22.

SOLOMON F. ULRICH, ET AL.
vs.
READING SUBURBAN WATER COM-
PANY.

} Inadequate service.

Filed August 21, 1913.—Dismissed January 7, 1914.

Complainant presented a petition signed by various citizens of Muhlenberg Township, Berks County, requesting an investigation by the Commission of the service of the Reading Suburban Water Company, whose water supply was alled to be inadequate.

The Respondent contended that the trouble experienced was temporary, due to depredations committed on its property and breakdowns of machinery, that the plant was new, and that it did not anticipate giving the petitioners any further cause for complaint.

A copy of this answer was served upon the Complainant, and as no further advices were received, the complaint was dismissed.

COMPLAINT DOCKET NO. 23.

M. N. BAILEY
vs.
THE BELL TELEPHONE COMPANY OF
PENNSYLVANIA.

} Unjust and unreasonable charge for
removal of telephone to new lo-
cation.

Filed August 25, 1913.—Dismissed January 7, 1914.

Complainant questioned the right of the Respondent to assess a removal charge of \$3.00 due to change in Complainant's residence, on account of the fact that there was no actual removal of the telephone, since a telephone was already installed in the new residence of the Complainant, and the only change necessary, therefore, would be in the telephone directory of the Respondent.

In its answer the Respondent averred that the removal charge asked of the Respondent was its standard rate for outside removals and represented the average cost thereof rather than a charge for the cost of the work in any particular case.

The case was set down for hearing, but prior to the date thereof Complainant advised that the Respondent company had voluntarily adjusted the complaint to his entire satisfaction, in view of which the complaint was dismissed.

COMPLAINT DOCKET NO. 25.

JOHN S. THOMPSON
vs.
LEHIGH VALLEY TRANSIT COMPANY.

} Excessive fare of fifteen cents from
Wales Junction to Lansdale.

Filed August 27, 1913.—Closed January 7, 1914.

Complainant alleged that on a journey from Wales Junction to Lansdale, a distance of 1.7 miles, the Respondent charged 15 cents fare which he averred was excessive.

In its answer the respondent stated that the Complainant rode on a "Limited" car and that by waiting one minute and boarding a "local" car, making all the local stops, he would have been charged but five cents, and that there was no occasion for him taking the "Limited" car, that car not being intended for passengers between local stations.

A copy of this answer was forwarded to the Complainant, and as no further advices were received, the case was marked closed.

COMPLAINT DOCKET NO. 27.

G. S. MARKHAM
vs.
NORTHWESTERN PENNSYLVANIA
RAILWAY COMPANY.

} Alleged variant rates on similar
shipments of lard and meat from
Erie to McKean and protest
against insurance fee of ten cents
on each consignment.

Filed September 2, 1913.—Closed January 7, 1914.

Complaint was made against an alleged variance in the rates on the same commodity between the same points, and a further complaint was made that an insurance fee of ten cents per shipment was imposed even though the shipper might not care to avail himself of such insurance.

Upon calling the complaint to the attention of the Respondent, the different rates charged were found to be in error, and the matter was adjusted.

As to the insurance fee, the Commission, after due investigation, advised the Respondent that it was of the opinion that the Respondent is not justified in requiring the payment of an insurance fee in order to make itself responsible for the safe transportation of packages committed to its care, as the acceptance of packages for delivery makes a carrier responsible for any negligence or lack of care whether delivery be insured or not, but that as there is no legal duty imposed upon a carrier to make returns to a shipper of a receipt from consignee, it did not appear that there would be any valid objections to making a reasonable charge for that service if it was requested.

This action was communicated to the Complainant and the complaint closed.

COMPLAINT DOCKET NO. 31.

ROBERT PURSE
vs.
JOHNSTOWN WATER COMPANY.

} Inadequate service.

Filed August 22, 1913.—Closed January 7, 1914.

The Complainant petitioned that the Johnstown Water Company be required to extend its service to the Walnut Grove section of the Seventeenth Ward in the City of Johnstown.

Respondent, in its answer, contended that the petitioners resided in a district which was at too high an elevation to be supplied by its gravity system, but that it was willing to serve them through a pumping system, provided it could secure legal authority therefore from the State Commissioner of Health and the State Water Supply Commission, as well as a guarantee from the citizens so served that they would pay the rates for water which would yield a net return of six per cent. on the investment of Respondent.

A copy of this answer was served upon the Complainant, and as no advices were received, the complaint was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 32.

GLEN A. WARREN
 vs.
 NORTHERN CENTRAL RAILWAY
 COMPANY.

} Request to have train No. 61 on
 the Elmira Division stopped at
 Alba, Bradford County.

Filed September 2, 1913.—Dismissed January 7, 1914.

Complainant petitioned the assistance of the Commission in having train No. 61 of the Northern Central Railway Company stopped at Alba for the convenience of the school children of that place. The Commission directed the Complainant to furnish information as to the number of people who would be accommodated by the additional facilities, but inasmuch as no reply was received from the Complainant, the case was dismissed for lack of prosecution.

COMPLAINT DOCKET NO. 34.

CHARLES W. SCHRENK
 vs.
 THE BELL TELEPHONE COMPANY OF
 PENNSYLVANIA.

} Alleged discrimination in refusing
 to install public pay station in
 place of business in Philadelphia.

Filed September 12, 1913.—Closed January 7, 1914.

Complainant alleged discrimination on the part of the Bell Telephone Company for refusing to install a public pay station at his place of business.

The Respondent Company attempted to adjust the complaint and, failing in this, filed a formal answer, quoting its rules governing the installation of public telephones in business places, stating further that the public telephone facilities in the neighborhood of the Complainant's store were adequate to meet the demands of the general public in the vicinity.

A copy of said answer was served upon the Complainant, and as no further advices were received from it, the case was marked closed.

COMPLAINT DOCKET NO. 38.

WYALUSING HAY COMPANY
 vs.
 LEHIGH VALLEY RAILROAD COM-
 PANY.

} Car shortage.

Filed September 16, 1913.—Closed January 7, 1914.

Complainant alleged that cars ordered by it were not promptly provided by the Respondent.

Respondent, in answer, submitted a statement of cars ordered and furnished the Complainant, and denied that there had been any unreasonable delay, but averred, on the other hand, that all orders had been filled with promptness.

The matter was again taken up with the Complainant, who was furnished a copy of the Respondent's answer, but as no further advices were received, the case was marked closed.

COMPLAINT DOCKET NO. 47.

BABCOCK LUMBER COMPANY vs. PITTSBURGH, WESTMORELAND AND SOMERSET RAILROAD COMPANY.	}	Excessive rate on lumber from Somerset to Laurel Summit, Som- erset County.
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Filed September 26, 1913.—Closed January 7, 1914.

The rate of \$1.00 per gross ton for shipping lumber from Somerset to Laurel Summit was alleged to be excessive as compared with the rate for similar shipments on other lines.

The Respondent denied the allegations of the Complainant, stating *inter alia*, that its line operated over a sparsely populated locality and had small traffic, for which reason it had been barely able to pay its operating expenses without paying interest on debt created in the construction of its road.

A copy of said answer was served upon the Complainant, and as no replication was made thereto, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 58.

JOHN J. CAINE vs. PENNSYLVANIA RAILROAD COMPANY.	}	Claim for overcharge due to error in consigning.
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Filed October 15, 1913.—Closed January 7, 1914.

Complainant filed a claim for overcharge covering an extra movement of freight originally consigned to Chester from Philadelphia, and later reconsigned to Burnham, Pennsylvania.

Respondent in answer, stated that reconsigning instructions were not received by it until the day the freight moved to Chester, and although said instructions were handled with due dispatch, it was unable to divert the car in question prior to its arrival in Chester. Freight charges were collected in accordance with its published tariff, both for the movement from Philadelphia to Chester and from Chester to Burnham.

As the Complainant made no further prosecution of the matter, after receipt of a copy of the Respondent's answer, the case was marked closed.

COMPLAINT DOCKET NO. 63.

HENRY H. CARTER vs. COLUMBIA & MONTGOMERY ELECTRIC COMPANY.	}	Excessive rate for electric light and gas.
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Filed October 23, 1913.—Closed January 7, 1914.

Complaint was made against the minimum charge of \$1.00 for electric light and alleged excessive rate for gas.

The Commission advised the Complainant that The Public Service Company Law permits public service companies to fix a reasonable minimum charge, and that if it

desired to attack the reasonableness of the rate for gas, a complaint to that effect would receive due consideration subsequent to January 1, 1914, upon which date The Public Service Company Law would become fully effective.

As no further advices were received from the Complainant, the case was marked closed.

COMPLAINT DOCKET NO. 69.

BOROUGH OF WEST HAZLETON
vs.
LEHIGH COAL AND NAVIGATION
COMPANY.

} Excessive rate for electric lighting
service.

Filed October 30, 1913.—Closed January 7, 1914.

Complainant alleged that the Respondent had acquired "the stock, franchises and property of the Harwood Electric Company," and that the latter had notified its patrons "that the minimum monthly rate for the lighting of dwelling houses would be increased from sixty cents per month to \$1.00 per month for each tenant and dwelling house" and that the "electric lighting service of the said Lehigh Coal and Navigation Company had been greatly reduced in its efficiency and brilliancy."

The Respondent Company filed an answer averring that "it was not engaged in the manufacture or distribution of electricity for light and power in Hazel Township, Luzerne County, Pennsylvania," and stated that "it has no interest in the Harwood Electric Company or its affiliated companies or concerns, except indirectly as a stockholder in the Lehigh Navigation Electric Company, which latter Company has acquired and now owns certain shares of the common stock of the Harwood Electric Company".

A copy of the said answer was served upon the Complainant, and as no further action was taken by it, the case was marked closed.

COMPLAINT DOCKET NO. 93.

DILWORTH P. VICKERS
vs.
EUREKA LIGHT, HEAT AND POWER
COMPANY.

} Refusal to extend service to Com-
plainant's residence.

Filed December 4, 1913.—Dismissed January 7, 1914.

The Complainant alleged that the Respondent Company had refused to extend its line to furnish service at his residence, although frequent requests had been made upon the Company for such service.

The Respondent, in answer, advised that there had been some delay in obtaining the right of way for a pole line, but that so soon as it was able to get the necessary permit, it would furnish the desired service.

Upon receipt of advice from the Complainant that this action satisfactorily removed the cause of complaint and requested that it be dismissed, which was granted, and the case so marked.

COMPLAINT DOCKET NO. 36.

S. M. PENSYL
vs.
BEAR GAP & NUMIDA TELEPHONE
COMPANY.

} Discriminatory rate for telephone
service.

Filed September 15, 1913.—Closed January 7, 1914.

Complainant alleged that the Respondent refused to furnish him telephone service upon the same terms as that offered to other subscribers, in that they asked him to purchase stock in the company and to bear a considerable portion of the expense of extending the lines of the company to Complainant's place of business where service was desired.

The Telephone Company advised that its line was a farmers' line and that the stock was sometimes sold to an applicant for service, but that such was not a requirement. It further averred that it was ready to furnish the Complainant with service upon compliance with its usual regulations.

A copy of said answer was furnished the Complainant, and as no response was made thereto, the case was marked closed.

COMPLAINT DOCKET NO. 70.

A. J. NORDSTROM
vs.
ADAMS EXPRESS COMPANY.

} Excessive rate on package from
Port Allegany, McKean County,
to Turtlepoint, McKean County.

Filed November 7, 1913.—Dismissed January 8, 1914.

Complainant alleged excessive rate of forty-five cents for the transportation of a bundle of carpet weighing forty-seven pounds from Port Allegheny to Turtle Point.

Respondent averred that the amount collected was strictly in accordance with its published tariffs for a shipment of first class merchandise, and that it did not consider the charge unreasonable for the service performed.

Upon consideration, the Commission advised the Complainant that from the information at its disposal, and the contemplated changes to be ordered by the Interstate Commerce Commission, it did not feel justified in making any change in the rate complained of, and the case was accordingly dismissed.

COMPLAINT DOCKET NO. 118.

MRS. GUSTAV MENZEL
vs.
THE BELL TELEPHONE COMPANY OF
PENNSYLVANIA.

} Alleged unjust increase in rates.

Filed January 8, 1914.—Closed January 19, 1914.

Complaint set out that nine years previous the Complainant permitted Respondent to run a cable through the cellar of her house, and to erect a junction box on the side of her property, said arrangement being covered by an agreement, which provided for the removal of the box and cable upon three months' notice in writing.

About nine years previous to the filing of this complaint, the Company increased its rates to what the Complainant considered an excessive amount, in view of the privilege granted. The Complainant signed a new contract and gave the Company three months' notice to remove the cable and junction box. At the end of six months, a representative of the Respondent, so Complainant alleges, called and stated that so long as there was a telephone in the house, the box and cable would not be removed. The Complainant insisted that the cable and junction box be removed and the telephone disconnected.

The complaint was sent to the Respondent for answer, whereupon a letter was received from the Complainant advising that the complaint had been satisfactorily adjusted, and the case was accordingly marked closed.

COMPLAINT DOCKET NO. 15.

J. F. MEGINNES

vs.

PHILADELPHIA AND READING RAIL-
WAY COMPANY.

} In re drinking water at station.

Filed August 12, 1913.—Closed January 20, 1914.

Complaint alleged that Respondent had discontinued providing drinking water at certain stations on its branch-line between Philadelphia and New Hope, as well as failing to provide drinking water on certain of its suburban trains.

Respondent stated that its reason therefor was the fact that the Interstate Quarantine Regulations provided, *inter alia*, "water containers shall be cleansed and thoroughly scalded with live steam at least once in each week that they are in operation," and that it was impracticable to carry out these instructions at some of its smaller stations, which necessitated its discontinuing the service of water.

The Commission, after due investigation of this and similar complaints, issued General Order No. 1, as follows:

GENERAL ORDER NO. 1.

In the matter of providing drinking water and sanitary drinking cups in the passenger cars and agency stations of the Railroad Companies operating in the State of Pennsylvania.

And now, January 8, 1914, it is ordered for the accommodation of the traveling public, that all railroad companies engaged in the transportation of passengers within the State, be required to provide a sufficient supply of water for drinking purposes upon each of the cars when engaged in such transportation, together with a sufficient supply of sanitary drinking cups, such as will enable each passenger to have one cup for individual use.

It is further ordered that an accessible and sufficient supply of water and cups of the same character be provided in each of the agency stations of the roads engaged in such transportation of passengers.

COMPLAINT DOCKET NO. 41.

EDWARD R. GEER
vs.
WARREN STREET RAILWAY COM-
PANY.

} Inadequate service and equipment.

Filed September 23, 1913.—Dismissed January 20, 1914.

In this case Complainant alleged inadequate service on the North Warren line, and further averred that the road-bed and equipment generally were in a dilapidated and dangerous condition, so that the operation of cars constituted a danger to the patrons and to the public.

Respondent, in its answer, denied the material allegations of Complainant, and the facts being at issue, a time for hearing was appointed, prior to which, however, the parties in this proceeding agreed in writing to certain improvements and changes which, when completed, would remove the cause of complaint.

A copy of this agreement was filed with the Commission and, the complaint being satisfied, the case was dismissed.

COMPLAINT DOCKET NO. 42.

EDWARD R. GEER
vs.
WARREN & JAMESTOWN STREET
RAILWAY COMPANY.

} Petition for shelter station at
Jackson Run Road, Warren Co.

Filed September 23, 1913.—Dismissed January 20, 1914.

Complainant alleged that the station facilities of the Respondent at or near Jackson Run Road were inadequate.

The Respondent entered its denial and the case was set down for hearing. Prior thereto, however, the parties having come to an amicable agreement of the matter complained of, and having so advised the Commission, the complaint was dismissed.

COMPLAINT DOCKET NO. 73.

MOLTZ BROTHERS
vs.
NEW YORK CENTRAL & HUDSON
RIVER RAILROAD COMPANY.

} Long and short haul.

Filed November 12, 1913.—Refund ordered January 21, 1914.

Alleged discrimination through charging to the same destination a higher rate from an intermediate point than from a more distant point.

Held, That such higher rate from an intermediate point on the same commodity moving in the same direction, the longer haul including the shorter one, is illegal.

The Complainant on October 22, 1913, shipped a car of telephone poles from Bluestone, on the line of Respondent's road in Lycoming County, to Halls Station, also in Lycoming County, and situated on the Philadelphia & Reading Railway.

No commodity rate being in effect, the sixth class rate was charged. But there was in effect at that time a commodity rate of \$1.20 per net ton to the same destination from Cammal, a point more distant than Bluestone, the traffic from Cammal to the common destination moving through Bluestone. The Complainant asked the Commission to order a refund because the rate charged from the intermediate point, Bluestone, was higher than the rate in effect from Cammal, the more distant station.

The Respondent, in its answer, admitted the facts as alleged, and stated that since the time the shipment in question had moved a supplemental tariff had been issued putting into effect the same rate from the intermediate point.

The Respondent further commented, however, that it had no other alternative than to retain the charges collected because they were in accordance with its published tariffs, and for the additional reason that there was not then in effect a commodity rate between the points where the shipment moved.

The Commission advised the Respondent Company that inasmuch as there had been assessed from the intermediate point a rate higher than in effect from a more distant point to the same destination, and on the same commodity moving in the same direction, the longer haul including the shorter, the higher rate is illegal and could not be maintained, the fact that the rate had been assessed in accordance with published tariffs not being deemed sufficient to justify the rate itself.

The Commission further expressed the opinion that refund should be made of the difference between the class rate charged from the intermediate point and the commodity rate in effect from the more distant point, whereupon the Respondent Company agreed to make reparation accordingly, and the case was ordered closed.

COMPLAINT DOCKET NO. 76.

JOHN A. BIRKLE	}	Long and short haul.
vs.		
NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY.		

Filed November 13, 1913.—Refund ordered January 21, 1914.

Alleged discrimination in freight charged on two shipments resulting from applying a higher rate from an intermediate point than the rate in effect from a more distant point to the same destination.

Held, That the higher rate from the intermediate point is illegal, and cannot be maintained.

(See also Report on Complaint Docket No. 73)

The Complainant filed two causes of complaint:

First: A car of lumber shipped from Bluestone, on the line of the Respondent's road in Lycoming County, to St. Nicholas, on the Philadelphia & Reading Railway in Schuylkill County, was charged at the sixth class rate of \$2.60 per net ton, in accordance with published tariffs. But there was in effect at the time this shipment moved, a commodity rate of \$1.85 per net ton on lumber in carloads to the same destination from Slate Run, a station to which the point of shipment, Bluestone, is intermediate.

Second: A car of lumber shipped from Mitchells, on the New York Central Railroad, through Wilkes-Barre to Shamokin, on the Philadelphia & Reading Railway, was charged at a joint through rate of \$3.60 per net ton, whereas there was in

effect at that time on the same material to the same destination, a commodity rate of \$2.20 per net ton from Olanta, a point intermediate between Mitchells and Shomokin.

In both cases the Respondent admitted the facts as alleged, and stated that since the shipments in question moved, supplemental tariffs had been issued putting the lower rate in effect at the intermediate point; but the Respondent contended that it could not refund the charges already collected because they were assessed in accordance with its published tariffs and because there was, at that time, no commodity rate in effect between the points where the shipments moved.

The Commission advised the Respondent Company that the higher rate for the shorter than for the longer haul on the same commodity in the same direction, the longer haul including the shorter, is illegal; and that the differences in charges should be refunded, whereupon the Respondent Company made refund accordingly, and the case was ordered closed.

COMPLAINT DOCKET NO. 33.

HENRY B. REA
vs.
BALTIMORE & OHIO RAILROAD COM-
PANY.
BESSEMER & LAKE ERIE RAILROAD
COMPANY.

} Higher rate for transportation
of horses from Hartstown, Craw-
ford County, to Bakerstown,
Allegheny County, than from
Bakerstown to Hartstown.

Filed September 9, 1913.—Dismissed January 21, 1914.

Complainant objected to a higher rate for the transportation of two mares from Hartstown to Bakerstown than he was required to pay for transportation in the reverse direction.

The Respondent, in answer, averred that the variance in rates complained of was due to the adjustment of group rates between the territories, and that any disturbance of the rate between the two particular points affected by this complaint would unsettle relative rates in a large extent of territory.

The Commission, after due consideration, rendered the following opinion and order:

Wallace, Commissioner:

In my investigation of the complaint of Mr. Henry B. Rea vs. Bessemer & Lake Erie Railroad, I find the various statements of rates and routes to be correct and also find that there are many elements which enter into the making of this rate.

The Bakerstown Station is on the line of the Baltimore and Ohio Railroad, and Hartstown on the Bessemer and Lake Erie, consequently Mr. Rea secured the rate for shipment from the agent of the Baltimore and Ohio, taking the Pittsburgh rate for northbound and from the agent of the Bessemer on the southbound shipment, which took the rate effective in the Cleveland and Youngstown zones.

The rate to Hartstown of fifteen cents is said to be a sub-normal rate and from Hartstown to Bakerstown of twenty-three cents a normal rate. The Pennsylvania and New York Central systems charge the twenty-three cent rate, so it seems that the normal rate is and should be twenty-three cents.

In the particular shipment referred to an attendant accompanied the horses and a complete box car was required.

If this rate should be altered it will require the adjustment of numerous rates affecting a large territory, and as shipments of this character are very rare would seem to be an unnecessary hardship.

Under the circumstances and being governed materially by various decisions of the Interstate Commerce Commission, I feel that the shipper received a lower rate for his northbound shipment than would normally be quoted and that the charge was not unreasonable. This complaint will be dismissed.

ORDER.

This case being at issue and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, filed an opinion containing its findings of facts and conclusions thereon, which said Opinion is hereby referred to and made a part hereof:

Now, to wit, January 21st, 1914, It is ordered, That the complaint in this proceeding be, and is hereby dismissed.

COMPLAINT DOCKET NO. 77.

STEVENSON, SPERRING AND COM-	}	Long and short haul.
PANY		
vs.		
NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.		

Filed November 13, 1913.—Refund ordered January 21, 1914.

Alleged discrimination in freight charged on three shipments of lumber resulting from applying a higher rate for a short haul than for a longer haul on the same commodity in the same direction, the longer haul including the shorter.

Held, That in such circumstances the higher rate for the shorter haul is illegal.

(See also Report on Complaint Docket No. 73.)

Complainant submitted three instances of alleged discrimination, to wit:

First and Second: On two cars of lumber shipped at different times from Jersey Mills to Shenandoah, the sixth class rate of \$2.60 per net ton was assessed, there not being in effect at that time a commodity rate on this material between those points; but there was in effect at that time a commodity rate of \$1.80 on lumber in earloads to the same destination from Cammal, a point more distant from Shenandoah than Jersey Mills, the point of shipment.

Third: The freight on a car of lumber shipped from Jersey Mills to West Fairview was charged at the sixth class rate of \$2.60 per net ton, there being no commodity rate then in effect on the material between those points; but there was in effect at that time a commodity rate of \$2.10 per net ton on lumber in earloads from Jersey Mills to Lemoyne, which latter point is intermediate to West Fairview, the destination of the shipment.

In its answer the Respondent Company admitted that in all three instances the facts were correct as stated, and advised the Commission that it had since issued amending tariffs to correct the discrimination complained of; but the Respondent Company contended that it should retain the charges already collected, because they were assessed in accordance with its published tariffs.

The Commission advised the Respondent Company that the higher rate for the shorter haul than for the larger haul of the same material in the same direction, the longer haul including the shorter, is illegal, the fact that the rate was in accordance with published tariffs not being deemed sufficient to justify the rate itself. A refund of the excess freight was accordingly ordered to be made to the Complainant, and the case marked closed.

COMPLAINT DOCKET NO. 78.

CENTRE BRICK AND CLAY COMPANY vs. NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.	}	Alleged violation of the long and short haul provision.
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Filed November 17, 1913.—Refund Ordered January 21, 1914.

Alleged discrimination in freight charges on two carloads of brick resulting from applying a higher rate on a short haul than for a longer haul on the same commodity in the same direction, the longer haul including the shorter.

Held, That in such circumstances the higher rate for the shorter haul is illegal.

(See also Report on Complaint Docket No. 73.)

The Complainant claimed discrimination in that the Respondent Company had charged a rate of 80 cents a ton on two cars of brick from Orviston to Loek Haven at a time when there was in effect a rate of 70 cents per net ton from the same point of origin to Avis, a station more distant than Loek Haven, and asked the proper refund be made.

The Respondent admitted that it had charged the sixth class rate of 80 cents per net ton because there was no commodity rate in effect on the material in question at the time the shipment moved, and stated that since then it had amended its tariff so as to apply the 70 cent rate to the intermediate point, but contended that it should retain the charge collected because they were assessed in accordance with its published tariff.

The Commission ruled that the higher rate from the same point of origin to an intermediate point was illegal and reparation should be made accordingly to which the Respondent agreed, and the case was ordered closed.

COMPLAINT DOCKET NO. 81.

PATTON CLAY MANUFACTURING COMPANY vs. NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.	}	Higher rate on brick from Patton, Cambria County, to Munson, Clearfield County, than from Patton, Cambria County, to Wellsboro, Tioga County, a longer haul in the same direction.
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Filed November 20, 1913.—Closed January 21, 1914.

Complaint was made that a higher rate was charged for the transportation of brick from Patton to Munson than from Patton to Wellsboro, a longer haul in the same direction.

Upon investigation the Commission found that the shipment in question was charged at sixth class rate of eight cents per hundred pound in accordance with the Respondent's tariff, but that there was in effect on the date of the shipment a

commodity rate of \$1.50 per ton on bricks in carloads from Patton to Wellsboro, in accordance with Respondent's tariff, and Munson, the point of destination of the shipment in question, being intermediate between Patton and Wellsboro. The Commission informed the Respondent that under the statutes of this Commonwealth the higher rate was illegal and could not be maintained and that reparation of the overcharge should therefore be made.

Upon receipt of advice that such refund had been made, the Commission directed that the case be marked closed.

COMPLAINT DOCKET NO. 91.

C. A. CUNNINGHAM
vs.
PENNSYLVANIA RAILROAD COMPANY.

} Insufficient number of coaches on
train No. 487 from Blairsville In-
tersection to Indiana on the
evening of November 26, 1913.

Filed December 2, 1913.—Closed January 21, 1914.

Complaint alleged an insufficient number of coaches on Pennsylvania Railroad train No. 487, operating from Blairsville Intersection to Indiana, on the evening of November 26, 1913.

The Respondent advised, in answer, that arrangements had been made to add an extra coach to this train on Saturdays, Sundays, Mondays and days preceding holidays in order to avoid further complaint.

Upon receipt of advices from the complainant that there had been a noticeable improvement in the facilities furnished, particularly on the days preceding the Christmas holidays, the case was marked closed.

COMPLAINT DOCKET NO. 107.

T. L. SNYDER
vs.
MARYLAND AND PENNSYLVANIA
RAILROAD COMPANY.

} Withdrawal of agency station at
Castlefn, York County.

Filed December 29, 1913.—Closed January 21, 1914.

Complaint was made against the withdrawal of the agent at Castlefn, York County, alleging that this action by the Respondent greatly inconvenienced the public at that point.

The Respondent admitted that the agent in question had been removed for the good of the service, but had since been restored to duty.

As this action removed the cause of complaint, the case was marked closed.

COMPLAINT DOCKET NO. 9.

J. W. CORNISH
vs.
FAIRVIEW WATER COMPANY.

} Unjust regulation in requiring
patrons to pay for the install-
ation of meters.

Filed August 14, 1913.—Dismissed January 23, 1914.

Complaint alleged that Respondent proposed to establish a new basis of rates and that under its regulations patrons were required to pay for the installing of meters.

Respondent averred, in its answer, that its rates were fair and equitable and its rule reasonable.

A date for hearing was appointed but the complainant failed to appear. The Respondent presented testimony.

The Commission accordingly rendered an opinion and order dismissing the complaint as follows:

Ewing, Commissioner:

The Complainant failing to attend the hearing on the date fixed to suit his convenience, and it appearing that he has already installed the meter, which was one ground of his complaint, and as the meter rates have not yet been put into effect and not proposed to be until next July, which is another averment in his complaint, and the present rates being the same as for the year past, the complaint will, therefore, be dismissed.

ORDER.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, filed an opinion containing its findings of facts and conclusions thereon, which said opinion is hereby referred to and made a part thereof.

Now, to wit, January 23rd, 1914, It is ordered, that the complaint in this proceeding be, and is hereby, dismissed.

COMPLAINT DOCKET NO. 40.

KARL F. MILLER, ET AL.
vs.
BALTIMORE & OHIO RAILROAD COM-
PANY.

} Passenger train service on White's
Creek Branch.

Filed September 23, 1913.—Closed February 3, 1914.

Complaint was instituted by Karl F. Miller, the Somerset Fuel Company and other patrons of the White's Creek Branch of the Baltimore & Ohio Railroad Company, objecting to the lack of passenger service on that Branch.

Respondent advised that the road was maintained for the purpose of handling freight and that there is nothing to justify the expenditure necessary to inaugurate passenger service.

Upon investigation it developed that for a time at least the Respondent had operated a combination train containing both passenger and freight cars.

The Commission recommended that this service at least be reinstalled. Upon compliance with this recommendation, the Complainants expressing themselves as entirely satisfied, the case was marked closed.

COMPLAINT DOCKET NO. 48.

JAMES G. McSPARRAN vs. LANCASTER, OXFORD AND SOUTH- ERN RAILWAY COMPANY.	}	Excessive rate on fertilizer.
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Filed September 26, 1913.—Closed February 3, 1914.

Complaint was made against the charges assessed on shipments of fertilizer transferred from the Pennsylvania Railroad at the junction point of that line with Respondent's line at Peach Bottom, the principal allegation being that a greater proportionate charge was made for the transfer of small shipments than for shipments of larger bulk.

Upon investigation it appeared to the Commission that the charges for the transfer of commodities shipped in bulk, similar to those involved in this complaint, were illbalanced and resulted in inequality. The Commission therefore recommended a readjustment of those charges and suggested for consideration a minimum charge of 25 cents for the transfer of five thousand pounds or less and a charge of 10 cents per ton for shipments over that amount.

The Respondent objected to the proposed minimum charge, but agreed that when several consignments from one consignor of any commodity reached the junction point for transfer in one carload or shipment, that it would apply the rate upon the total weight of such consignments. As this plan met with the approval of the Complainant, the case was marked closed.

Subsequently the Complainant requested that the Commission rule also on rates effective on Respondent's line, which it was alleged were excessive.

The Complainant was directed to furnish more specific information as to rates, and it being found that the rates applied from Baltimore, Maryland, he was advised that the matter was not within the jurisdiction of this Commission, and was referred to the Interstate Commerce Commission at Washington, D. C.

COMPLAINT DOCKET NO. 61.

PENNSYLVANIA LUMBER COMPANY vs. SHEFFIELD & TIONESTA RAILWAY COMPANY, ET AL.	}	Claim covering shipment of lumber from Sheffield, Warren County, to Oakdale, Allegheny County
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Filed October 17, 1913.—Dismissed February 3, 1914.

Complainant instituted a claim to cover an alleged overcharge on freight shipped from Sheffield to Oakdale, Allegheny County, which due to a mistake in billing, was shipped to Oakdale, Dauphin County.

After due investigation, the Commission determined that the error in shipment was entirely due to faulty shipping instructions furnished by the Complainant, and the case was accordingly dismissed.

COMPLAINT DOCKET NO. 98.

WAYNE CANFIELD
vs.
UNITED STATES EXPRESS COMPANY.

} Delay and loss due to unreasonable routing of shipment of trees from Paxinos, Northumberland County, to Dallas, Luzerne County.

Filed December 12, 1913.—Dismissed February 3, 1914.

Complainant forwarded a shipment of chestnut trees from Paxinos, Northumberland County, to Dallas, Luzerne County, on October 10th, 1912, which shipment did not, however, reach its destination until October 14th, 1912, and a claim of \$7.24 was presented to cover alleged extra expense to which complainant had been put as a result of the delay in service of the shipment in question.

The matter was taken up with the Respondent, who averred that the shipment was forwarded October 11th instead of October 10th, as alleged by Complainant; further, that it had been routed correctly and that delay was due not to the routing but to the fact that the shipment had gone astray, but denied responsibility for the claim presented by Complainant.

After due consideration the Commission determined that the charges claimed by Complainant was not justified by the facts as it had found them, and dismissed the complaint.

COMPLAINT DOCKET NO. 103.

M. S. KELLEY
vs.
CITY TRANSFER COMPANY OF HARRISBURG.

} Excessive transfer charges on trunk from Pennsylvania Railroad Station to 2124 N. Third Street.

Filed December 26, 1913.—Dismissed February 3, 1914.

Complainant averred that the rate of 50 cents charged by Respondent for the transportation of a trunk from the Pennsylvania Railroad Station in Harrisburg to his residence at 2124 North Third Street was excessive, as compared with the baggage transportation charges in effect in other cities.

Respondent contended in its answer that Maclay Street was the dividing line between the 35 cent and 50 cent zones and that Mr. Kelley lived just twelve doors beyond this point of division. To give the Complainant the advantage of the lower rate it would be necessary to change its zone boundaries, which, it alleged, had been carefully worked out and were fair and reasonable for the service rendered. It further presented statistics of the rates charged in a number of cities in the United States showing that the rates quoted were as low as those in effect in the average city.

After careful consideration, the Commission determined that the charge complained against was not excessive, taking into consideration the character of the work performed, the investment and the distance covered, and the complaint was accordingly dismissed.

COMPLAINT DOCKET NO. 128.

W. A. ZELNICKER SUPPLY COMPANY }
 vs. } Demurrage charges.
 KANE AND ELK RAILROAD COMPANY. }

Filed January 17, 1914.—Dismissed February 4, 1914.

The complaint was against a demurrage charge collected on a car of structural iron, originating at Phoenixville, on the Pennsylvania Railroad, and destined to James City, on the line of the Respondent's railroad.

The Respondent filed its answer to the allegations set forth in the petition, averring that the Complainant had been duly notified of the arrival of the car at the destination; that after \$4.00 or \$5.00 demurrage had accrued, a telegram was sent to the Complainant requesting to be advised as to the disposition of the car, and that Complainant refused to receive the telegram, because it had been sent "collect." The demurrage charges were finally paid by The American Plate Glass Company, for which, it developed, the consignment was really intended.

After careful consideration of all the facts, the Commission determined that the Complainant was not entitled to the waiving of the demurrage charges, that the Respondent was right in its contention, and directed that the complaint be therefore dismissed.

COMPLAINT DOCKET NO. 95.

PASTOR BROTHERS }
 vs. } Alleged excessive charge for water.
 WAYNESBORO WATER COMPANY. }

Filed December 8, 1913.—Dismissed February 5, 1914.

Complainants averred that in executing a contract with the Borough of Waynesboro, the Respondent had assessed an excessive charge for water used in the construction of concrete curbing.

It was found upon investigation that the rate collected was charged on basis of 5 cents a perch for each perch of concrete contained in the curbing.

After careful consideration and a comparison of the charges made in other cities for the use of water in the same character of work, the Commission determined that, under the circumstances, it did not feel justified in awarding reparation, and the case was dismissed.

COMPLAINT DOCKET NO. 129.

J. A. CAVANAUGH }
 vs. } Overcrowded condition of Train
 PENNSYLVANIA RAILROAD COMPANY. } No. 37, Johnstown, Cambria
 County, to East Liberty, Allegheny County, on December 26
 1913.

Filed January 19, 1914.—Closed February 7, 1914.

Complainant alleged that in a journey from Johnstown to East Liberty, December 26, 1913, in the one coach of the train there were no available seats and that he was told by the brakeman of the train to go into the Pullman car where there were plenty of available seats. He did so and was charged forty cents for the seat he obtained in that car.

In answer, the Respondent stated that the train in question was a sleeping train from New York to Pittsburgh, and consisted upon the day in question of one combination car, one dining car, six sleeping cars and one coach; that usually one coach is sufficient to provide ample accommodation for the local travel, but upon the date above mentioned the local travel was unusually heavy, about twenty passengers boarding the train at Johnstown, some of whom went direct to the club car.

A copy of this answer was forwarded to the Complainant, and no further advices having been received from him, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 132.

HARRY H. MURRAY, ET AL.

vs.

DUQUESNE LIGHT COMPANY.

} Alleged discriminatory rates.

Filed January 21, 1914.—Withdrawn February 9, 1914..

The complaint was in the form of a petition on behalf of an association of the City of Pittsburgh composed of engineers, merchants and others, alleging discriminatory rates charged by the Respondent Company for electricity.

The Respondent, in answer, denied the material allegations of the complaint and averred that there was nothing set forth in the complaint that would justify an investigation by the Commission or that should require it to enter into the general defence of its rates.

A copy of this answer was forwarded to the Complainants and under date of February 7, 1914, the Commission received a communication from the Complainants requesting permission to withdraw the complaint, which request was granted, and the case was accordingly so marked.

COMPLAINT DOCKET NO. 82.

CLEMENT H. CONGDON ,

vs.

THE BELL TELEPHONE COMPANY OF
PENNSYLVANIA.

} Alleged discrimination in contract charges.

Filed November 20, 1913.—Closed February 10, 1914.

Complainant alleged that he had been induced by the Respondent to execute a contract for measured service from the "Oaklane" Exchange with a mileage charge of \$2.50 per month. He alleged that subsequent inquiry disclosed the fact that other patrons of Respondent were receiving service from this exchange at more advantageous rates.

The Commission advised complainant that it was without jurisdiction prior to January 1, 1914, upon which date the Public Service Company Law would become fully effective. Prior, however, to any further action being taken, the Complainant advised the Commission that the Bell Telephone Company had investigated the matters complained of and had reimbursed him in full amount of the overcharge.

The case was accordingly marked closed.

COMPLAINT DOCKET NO. 102.

E. H. MABRY

vs.

HAMBURG GAS AND ELECTRIC COM-
PANY.

} Refusal to furnish service.

Filed December 23, 1913.—Closed February 18, 1914.

Complainant requested the assistance of the Commission in securing the installation of electric service in the hall of the Leesport Fire Company in order that he might give moving picture exhibitions.

The Commission investigated the matter by its representative, who found that the cause of complaint lay in the failure of the owners of the hall to agree to the rules and regulations prescribed by the Electric Company whereby such service was furnished. Upon further consideration the Leesport Fire Company determined that inasmuch as the law of Pennsylvania required the seats in moving picture houses to be fastened to the floor, thus destroying the value of the hall for dancing purposes, it would not rent same to complainant for moving picture exhibitions.

The matter being thus disposed of, the Commission directed that the case be marked closed.

COMPLAINT DOCKET NO. 101.

REESE-SHERIFF LUMBER COMPANY

vs.

NEW YORK CENTRAL & HUDSON
RIVER RAILROAD COMPANY.} Higher rate for shorter than for
longer haul.

Filed December 20, 1913.—Closed February 18, 1914.

Reparation was asked to cover alleged overcharge on various shipments of lumber from Mitchells to Williamsport, it being averred that a lower rate than that charged was concurrently in effect from Kermoor to Williamsport, and Mitchells being an intermediate point should be entitled to the lower rate.

Respondent admitted the facts as alleged and agreed to reduce the charges, if such action had the approval of the Commission.

Upon consideration the Commission advised the Respondent that, inasmuch as the rate in effect at the time the shipments moved was higher than the rate for a longer haul on the same commodity, in the same direction, the longer haul including the shorter, under the statutes of this Commonwealth the rate was illegal and reparation was therefore be made.

The complaint was forthwith marked closed.

COMPLAINT DOCKET NO. 97.

JOHN YOUNG

vs.

BALTIMORE & OHIO RAILROAD COM-
PANY.} Alleged discrimination in rate for
school tickets between Allison
Park to Etna, Allegheny County.

Filed December 11, 1913.—Closed February 19, 1914.

Complainant alleged discrimination in rates on school tickets between Allison Park and Etna, when compared with rates charged for school tickets between Undercliff and Allegheny.

Respondent, in answer, advised that upon checking up the 46-trip monthly commutation school fares in the territory between Pittsburgh and Butler, it was found that the fares for this class of transportation were constructed on a basis somewhat higher than that used in constructing fares for the same class of transportation between points in other divisions of its line west of the Ohio River. It agreed, therefore, to readjust the fares in question, and, on the basis adopted, the commutation fare complained against was reduced from \$3.60 to \$2.30.

This action satisfying the complaint, the case was marked closed.

COMPLAINT DOCKET NO. 133.

<p>JOHN A. BIRKLE vs. NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.</p>	}	<p>Rate on lumber, Waterville, Lycoming County, to Lansford, Carbon County.</p>
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Filed January 23, 1914.—Closed February 20, 1914.

The Complainant shipped a earload of lumber from Waterville to Landisville, Lehigh and New England Railroad delivery. He alleged that the Respondent Company quoted him a rate of \$2.50 per net ton at the same time stating that a rate of \$2.10 per net ton would be the correct rate, but the latter rate had not been published. After waiting two months for the new rate to go into effect and not hearing from the Respondent Company in the matter, the shipment was made and charges collected on the basis of \$2.50 per net ton.

The complaint was referred to the Respondent for answer, and upon receipt of advice from the Company that the rate of \$2.10 was the lawful rate applicable to this shipment, permission was granted to make to the Complainant a refund of the difference between the two rates, and the case accordingly marked closed.

COMPLAINT DOCKET NO. 137.

<p>E. M. SWEET, ET AL. vs. LEHIGH VALLEY RAILROAD COMPANY.</p>	}	<p>Service on train leaving Sayre, Bradford County, arriving at Tunkhannock, Wyoming County, at 1.45 o'clock P. M.</p>
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Filed January 28, 1914.—Closed February 20, 1914.

This complaint was in the form of a petition signed by sixty traveling men, alleging the uncertainty of the schedule of what is known as the "Extra Milk Train" operated by the Lehigh Valley Railroad Company between Sayre and Tunkhannock.

The complaint was referred to the Respondent and, in its answer, it averred that the train in question was requested by the farmers and other persons living in the small villages along the line of its road for their accommodation in the shipment of milk, that being the primary purpose of the train. It further averred that there were a sufficient number of trains operating both ways between the points in question for the reasonable accommodation of the traveling public.

In view of all the facts presented, the Commission after due consideration, determined that it did not feel justified in directing a change of the schedule of the train in question. The case was accordingly marked closed.

COMPLAINT DOCKET NO. 114.

LOUIS N. McCARTER	}	Alleged unjust and arbitrary charge made to patrons owning automobiles.
vs.		
THE NORRISTOWN INSURANCE AND WATER COMPANY.		

Filed January 6, 1914.—Closed February 24, 1914.

The Complainant objected to the ruling of Respondent which included a charge of \$2.00 each for two automobiles which he owned and stored on his property in a private garage, in which there was no water used therein for washing of automobiles.

The Respondent claimed that its flat rate charge for dwelling house purposes was established before the use of the automobiles had become so general, and was intended to restrict the use of water to strictly domestic purposes; that since private garages had become so generally used, consumers frequently carry water from the house-supply, and use it for washing automobiles in the garage, such use of additional water beyond that formerly used for dwelling house purposes necessitated a new ruling which comprehends a charge for water taken from the house-supply and used in the stable or garage in the premises, but from patrons maintaining garages on their premises and having their cars washed elsewhere, the Company accepts a signed statement from the consumer, agreeing not to use any water out of the house for garage purposes. The Respondent Company stated that the Complainant had refused to sign such a statement.

After consideration of the facts presented, the Commission advised the Complainant that in its opinion, if water is used for automobiles in the garage on his property, the rate charged by the Respondent Company should be paid; but that if the Complainant does not use, nor intends to use, the water for such purposes, then the Company has no right to make charge therefor. The complaint was marked closed.

COMPLAINT DOCKET NO. 150.

PHILIP GIANNOTTI	}	Alleged overcharge for gas lighting service.
vs.		
POTTER GAS COMPANY.		

Filed February 17, 1914.—Closed March 3, 1914.

The Complainant alleged an excessive charge for metered gas service by the Respondent Company, and that his request to have his meter changed had been refused by the Respondent.

The Respondent, in answer to the complaint, denied its refusal to test the meter of the Complainant and, on the contrary, averred that his old meter had been replaced with a new one and that upon test it had been found that both meters correctly measured the consumption.

The Complainant was furnished with a copy of the answer filed by the Respondent. The case was not prosecuted further, and was accordingly marked closed.

COMPLAINT DOCKET NO. 120.

BOROUGH OF OSCEOLA MILLS, CLEARFIELD COUNTY vs. OSCEOLA WATER SUPPLY COMPANY.	}	Alleged unjust increase in water rates.
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Filed January 15, 1914.—Dismissed March 3, 1914.

Various citizens of the Borough of Osceola Mills, signed and filed with the Commission a request to investigate "the unjust and unwarranted raising of the water rates" by the Respondent Company, naming as their representative the editor of the "Leader Courier" at Osceola Mills.

A letter mailed to that address by the Commission, requesting further and more definite information respecting the matters complained of was never answered nor returned as undelivered, and the Commission accordingly ordered the case dismissed for lack of prosecution.

COMPLAINT DOCKET NO. 126.

MUTUAL FILM CORPORATION vs. ADAMS EXPRESS COMPANY.	}	Delay in delivery of shipments from Harrisburg to the Scranton District.
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Filed January 16, 1914.—Closed March 3, 1914.

The Mutual Film Corporation complained of difficulty experienced with the Adams Express Company in the transfer at Wilkes-Barre of shipments originating in Harrisburg and destined to the Scranton district, and also as to the holding of a case of films in the offices of the Respondent Company for several weeks without notifying the Complainant.

The Respondent in the latter case, in answer, advised that on account of a breakdown in the machine of the consignee he refused to accept the films. It averred that the Complainant was notified of this fact and that it ordered the films returned, but it being found that the films were not properly packed in accordance with the explosive regulations of the Federal Government, and the Complainant failing to supply the proper container after several requests so to do, the shipment could not be returned.

The Complainant, commenting upon the answer of the Respondent, stated that the package was received at the Harrisburg office as being in proper condition for shipment.

After due consideration the Commission advised the parties that it is without jurisdiction to adjudicate claims for delays in transfer, as that is a matter for determination by the courts, and that the Respondent Company should exercise due diligence in forwarding packages properly packed in order that there be no unnecessary delay in delivery. The Respondent advised that it would comply with the Commission's directions in the matter and the case was marked closed.

COMPLAINT DOCKET NO. 84.

J. B. DAVIS AND SONS

vs.

BALTIMORE AND OHIO RAILROAD
COMPANY.

} Alleged excessive rate on lumber
from Worth, Somerset Co., to
points in the vicinity of Pitts-
burgh, Allegheny Co.

Filed November 24, 1913.—Closed March 3, 1914.

Complainant alleged that the rate of 15 cents per hundred pounds by the Respondent on shipments of lumber from Worth to points in the vicinity of Pittsburgh was excessive and unreasonable to such an extent as to be prohibitive, and requested the intervention of the Commission to secure, if possible, a rate under which they might meet their competitors in the Pittsburgh market.

The matter was taken up with the Respondent, which agreed to establish rates of \$1.80 and \$1.90 per ton on shipments to various points in question, and these rates being entirely satisfactory to the Complainant, the case was marked closed.

COMPLAINT DOCKET NO. 5.

W. A. SELTS, ET AL.

vs.

JERSEY SHORE GAS COMPANY.

} Alleged inadequate service and an
inferior quality of gas.

Filed August 7, 1913.—Closed March 4, 1914.

Complaint alleged inadequate service and an inferior quality of gas.

After an investigation, the Commission directed that Respondent should see that a sufficient amount of gas was furnished for the use of its patrons and that the quality be such as not to clog the fixtures.

Under date of February 29, 1913, the Respondent advised that no complaints had been made to it as to the quality of gas since October. A copy of this communication was furnished complainant and no further advices being received the complaint was marked closed.

COMPLAINT DOCKET NO. 37.

A. B. SPERRY

vs.

CENTRAL DISTRICT TELEPHONE
COMPANY.

} Alleged inefficient service of Wil-
kins Exchange, Wilkinsburg, Al-
legheny County.

Filed September 15, 1913.—Dismissed March 4, 1914.

Complainant alleged unreasonable delay and difficulty in making telephone calls from his place of business, connected with the "Court" Exchange of the Central District Telephone Company at Pittsburgh, to his residence connected with the "Wilkins" Exchange and more particularly against the refusal of the telephone company to permit him to talk with the Chief Operator of the "Wilkins" Exchange from the telephone in his office.

The Telephone Company, in its answer, alleged that under its regulations the responsibility of establishing telephone connections is placed upon the operator with whom the call originates, and in the event of any difficulties arising, a call may be made to the Chief Operator of that exchange, whose duty it is to make immediate investigation of the service difficulty and dispose of the case without referring the calling party to any other Chief Operator.

The Commission referred this answer to the Complainant and advised that if he desired to further prosecute the matter an opportunity would be given after January 1, 1914, upon which date The Public Service Company Law became fully effective. However, as no response was received from the Complainant, the case was dismissed.

COMPLAINT DOCKET NO. 46.

D. B. AND W. J. CLARK	}	Rate on lumber from points on the
vs.		Meadville Branch to Oil City,
ERIE RAILROAD COMPANY.		Venango County.

Filed September 25, 1913.—Closed March 4, 1914.

The Complainant shipped lumber from various points on the Meadville Branch of Respondent's road, consigned to Oil City, for delivery to the Pennsylvania Railroad Company, and averred that the rates charged for this movement were excessive and unreasonable.

The Respondent, in answer, stated that the shipments were correctly charged at regular sixth class rate of six cents per hundred pounds, as published from Meadville to Oil City, the shipping points being intermediate.

The Complainant failed to make any replication to said answer, or further prosecute the complaint, and the case was marked closed.

COMPLAINT DOCKET NO. 57.

LEM K. HYNICKA	}	Excessive and discriminatory rate
vs.		for steam heat.
LEBANON STEAM COMPANY.		

Filed October 14, 1913.—Closed March 4, 1914.

Complainant alleged excessive and discriminatory rate for steam heat.

Respondent filed an answer under date of October 18, 1913, denying that the Complainant had ever been a patron or user of steam heat furnished by that Company, and that there was no basis therefore for a complaint; and further denied that its rates were excessive, as compared with rates of other companies furnishing a like service.

A copy of the answer was furnished Complainant with the advice that the Commission could not proceed further in the determination of the matter until after January 1, 1914, upon which date The Public Service Company Law would become fully effective.

As no further prosecution in the matter was made by the Complainant, the case was marked closed.

COMPLAINT DOCKET NO. 74.

F. W. TUNNELL AND COMPANY, INC.

vs.

THE PENNSYLVANIA RAILROAD
COMPANY.

} Excessive rate of freight.

Filed November 12, 1913.—Dismissed March 4, 1914.

Alleged that the carload rate of \$3.20 per ton on fertilizer from Philadelphia to Elk Lick is excessive.

Complaint alleged that in comparison with other rates in effect, the carload rate of \$3.20 per net ton on fertilizer from Philadelphia via the Pennsylvania Railroad for delivery by the Baltimore & Ohio Railroad at Elk Lick, (West Salisbury Station) in Somerset County, a distance of 337 miles, is excessive,—citing as examples the rate of \$2.60 per net ton in carloads for a distance of 434 miles from Philadelphia to Buffalo, as well as other rates from Philadelphia to Chicago and points in New England.

The Respondent Company ignored the comparison, and confined its answer to an explanation of the \$3.20 rate, pointing out that West Salisbury is a point of destination local to the Baltimore & Ohio Railroad, whose rate on fertilizer by its own line from Philadelphia to West Salisbury is \$2.80 per net ton, which rate is adopted as a basis and the joint rate over both lines made by adding thereto an arbitrary of 40 cents per ton.

This answer was sent to the Complainant for comment on November 19, 1913, with advice that if the Complainant desired, the Commission would appoint a hearing for a time subsequent to January 1, 1914,—the date when its authority and jurisdiction were to become fully effective.

On March 4, 1914, the Complainant having failed to take further action, the Commission ordered the case dismissed for lack of prosecution.

COMPLAINT DOCKET NO. 89.

RESIDENTS OF FAIRVIEW, LUZERNE

COUNTY

vs.

LEHIGH VALLEY RAILROAD COM-
PANY.} Petition for stop of one train a
day at Fairview.

Filed December 1, 1913.—Closed March 4, 1914.

The complaint was by a petition signed by various residents of Fairview, Luzerne County, asking that the Commission require the Lehigh Valley Railroad Company to stop on flag one local train each way at Fairview.

The Pennsylvania State Railroad Commission having previously passed upon the need for the additional train facilities at this point, The Public Service Commission advised the complainants that it was incumbent upon them to establish the necessity for such a stop during the winter season, the trains in question making a regular stop at Fairview during the summer season.

As the Complainant failed to prosecute the matter, the case was marked closed.

COMPLAINT DOCKET NO. 90.

P. H. GLATFELTER COMPANY
 vs.
 PHILADELPHIA AND READING RAIL-
 WAY COMPANY.
 WESTERN MARYLAND RAILROAD
 COMPANY.

} Alleged excessive and discrimina-
 tory rate on waste paper from
 Philadelphia to Spring Grove,
 York County.

Filed December 2, 1913.—Closed March 4, 1914.

Complainant objected to a charge of ten cents per hundred pounds on waste paper from Philadelphia to Spring Grove, alleging that the same was excessive in view of the fact that a like rate was in effect for the transportation of waste paper from New York City to Spring Grove.

Respondent, in its answer, denied that the rate complained of was unjust or unreasonable and averred that the rate from New York did not establish a fair comparison in view of the fact that the latter was an interstate rate and presumably made in view of certain competitive conditions so far as concerned the movement from that city.

The complainant was advised that the Commission would afford him a hearing after January 1, 1914, upon which date the Public Service Company Law would become effective.

However, as the complainant failed to express a desire to proceed further in the matter, the complaint was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 92.

R. EINSTEIN
 vs.
 PENN PUBLIC SERVICE COMPANY.

} Excessive rate for electric service.

Filed December 3, 1913.—Closed March 4, 1914.

The Complainant alleged that the rates for electricity for power purposes were excessive as compared with the rates of other electric power companies operating in towns adjacent to the territory involved in this complaint.

The Respondent, in its answer, denied the material allegations of the complaint, alleging that its rates and service compared favorably with that furnished in other towns in the State.

A copy of this answer was forwarded to the complainant for comment, and as no further advices were received from him the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 106.

PENN STEEL CASTING AND MACHINE
COMPANY

vs.

PHILADELPHIA AND READING RAIL-
WAY COMPANY.

PENNSYLVANIA RAILROAD COMPANY.

} Alleged discrepancies in weight on
various shipments of coal.

Filed December 23, 1913.—Closed March 4, 1914.

Complaint in this case arose from the alleged shortage in weight at destination of coal shipped from Irwin to Complainant, at Chester, averring that the weights were taken at both the point of origination and of destination by representatives of the Pennsylvania Railroad Company.

A copy of the complaint was forwarded to both Respondents. The Pennsylvania Railroad Company took the matter up directly with the Complainant and advised the Commission that it had agreed that if the Complainant would accept the cars as billed and pay the charges thereon, thus relieving the cars, and subsequently make such claims as it thought proper for overcharge, the matter would be promptly investigated and if it were found that the claim was just, proper refund would be made.

The Philadelphia and Reading Railway Company disclaimed any responsibility in the matter, as it acted simply in a switching capacity, the entire charge being paid to the Pennsylvania Railroad Company.

No further advices were received from the Respondent, and the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 117.

UNITED MINE WORKERS OF AMERICA

vs.

NEW YORK CENTRAL AND HUDSON
RIVER RAILROAD COMPANY.

} Unheated car on funeral train.

Filed January 9, 1914.—Closed March 4, 1914.

On two funeral trains operated on Respondent's road between Blossburg and Morris Run on December 8 and 26 respectively, the coaches were alleged to be so cold that the passengers suffered in consequence; Respondent's attention being called to the matter, it promptly agreed to take precautions to prevent a recurrence thereof.

The complaint set out that it is customary for the residents of Morris Run, in Tioga County, to bury their dead at Blossburg, a place four miles distant; and that in the winter months the cars are unheated and the persons who attend funerals have suffered severely in consequence, citing two instances on December 8 and 26, 1913, respectively, when the cars were entirely without heat.

The Respondent in answer stated that the passenger train used is a mixed train hauled by a freight engine which is not equipped for steam, coal stoves being used to heat the passenger car on that train; and that when special cars are required, which is very infrequent, such coaches are furnished from Corning and are not equipped for anything but steam heat. To overcome this condition, Respondent Company agreed to have the freight engine in question equipped for furnishing steam heat, which advice was communicated to the Complainant and the case marked closed.

COMPLAINT DOCKET NO. 119.

C. T. MARTIN	}	Insanitary condition of cars.
vs.		
PITTSBURGH RAILWAYS COMPANY.		

Filed January 12, 1914.—Closed March 4, 1914.

Complainant alleged that the cars operated by the Respondent Company in its Bellevue Division were insanitary, ill-smelling and seldom cleaned or fumigated; and in one particular instance, that of Car No. 3215 at 8:15 P. M., January 9, 1914, the ventilators were all closed and the odor in the car was obnoxious.

The Respondent quoted from its report to show that the car in question—No. 3215—had been cleaned during the middle of the day on January 9, by a vacuum cleaner and a disinfectant, and contended that if there was any odor in the car at 8:15 P. M., on that day, it was from the disinfectant which the Company has now instructed its cleaners to use more sparingly in the future. The Respondent further claimed that each car is swept and dusted once each day and most of the trippers, of which No. 3215 was one, are swept twice each day; that a disinfectant is used in the barn at each sweeping, and that two vacuum cleaning plants are in use by the Company to clean cars equipped with plush seats and backs, which plants are moved from barn to barn, and every car in the system is cleaned in turn.

The Respondent further stated that its conductors are required to attempt to regulate the ventilation of cars as requested, but that oftentimes the wishes of different passengers conflict in this regard.

The answer of the Respondent Company was forwarded to the Complainant for comment, but he failed to take any action thereon, and the Commission ordered the case closed.

COMPLAINT DOCKET NO. 139.

J. S. McCORMICK COMPANY	}	Alleged higher rate charged than that quoted from Mauch Chunk, Carbon County, to Berwick, Columbia County.
vs.		
LEHIGH VALLEY RAILROAD COMPANY.		

Filed January 3, 1914.—Closed March 4, 1914.

Complainant shipped a carload of coal-dust from Mauch Chunk to Berwick, on the basis of a freight rate of \$1.50 per net ton quoted to it by telephone by the agent of the Respondent, but charges on the shipment were assessed and paid at the rate of 9 cents per one hundred pounds, said charge amounting to \$3.60 more than it would have been on the basis of \$1.50 per net ton rate. Claim was made for a refund of this amount and it was allowed and paid by the Respondent. Subsequently the matter was reopened by the Respondent, and claim made on the basis of 12 cents per one hundred pounds, or \$16.20 in excess of the charge on the \$1.50 basis. This charge the Complainant refused to pay.

The matter was brought to the attention of the Respondent, and after considerable correspondence, it finally advised the Commission that as there was in effect at the time the shipment moved, a rate of \$1.50 per net ton from Mauch Chunk to Berwick, via a different route taken by the shipment in question, it was willing to waive the claim of \$16.20 if permitted to do so by the Commission. This permission was granted and the case was closed.

COMPLAINT DOCKET NO. 104.

DANIEL CESSNA
vs.
PENNSYLVANIA RAILROAD COMPANY.

}

Overcrowded cars, Altoona, Blair
County, to Bedford, Bedford
County.

Filed December 27, 1913.—Closed March 4, 1914.

Complaint was made alleging inadequate passenger train facilities between Altoona and Bedford, resudting in overcrowding the evening of December 24, 1913.

The matter was taken up with Respondent, who advised that inasmuch as the day in question was the day before Christmas, the traffic was unusually heavy.

With reference to the general complaint that the train was usually overcrowded on Saturdays, it stated that every effort would be made to accommodate the travel and that extra coaches would be added when necessary.

This action apparently satisfying complaint, the case was closed.

COMPLAINT DOCKET NO. 96.

NEELYTON SUPPLY COMPANY
vs.
EAST BROAD TOP RAILROAD AND
COAL COMPANY.

}

Alleged unjust practice in requir-
ing shippers of lumber to fur-
nish strips for each car for
which no credit is allowed.

Filed November 29, 1913.—Closed March 4, 1914.

Complaint was made against the practice of the Respondent in requiring ship-
pers of lumber to furnish strips for each car for which no credit was allowed.

The matter was taken up with Respondent and, after some correspondence, the
Railroad Company issued an order to its agents as follows:

Hereafter stakes and strips for standard gauge cars will not be required
for lumber consisting of 6,000 feet, B. M. or less. Stripping for stand-
ard gauge cars will, however, be required for all shipments of more than
6,000 feet.

This action satisfying the complaint, the same was marked closed.

COMPLAINT DOCKET NO. 51.

M. V. SANDERSON
vs.
UNITED ELECTRIC COMPANY.

}

Refusal of Respondent to furnish
light at Complainant's place of
business in Summerdale, Cum-
berland County.

Filed October 1, 1913.—Closed March 5, 1914.

Complainant in this case requested that Respondent Company be required to
furnish electric service at his grocery store, located near West Fairview, Cumber-
land County.

The Respondent, in answer, stated that the property of Complainant was not on the line of service of the Company, and that in order to give the desired service, it would be subjected to the cost of constructing a line for a distance of about one thousand feet, under which circumstances it denied that it should be required to furnish Complainant service.

A copy of this answer was forwarded to the Complainant, who stated he would file a formal complaint, but as no further prosecution was made of the matter, the complaint was marked closed.

COMPLAINT DOCKET NO. 85.

J. B. FURST	}	Alleged violation of long and short haul provision.
vs.		
NEW YORK CENTRAL AND HUDSON		
RIVER RAILROAD COMPANY.		

Filed November 24, 1913.—Closed March 5, 1914.

The Complainant alleged that a higher rate on lumber shipped from Heilwood, Indiana County, to Beech Creek, Clinton County, had been collected than was in force from Heilwood to points beyond Beech Creek, and the Commission was requested to establish a lower rate and order a refund of the overcharges.

After due consideration the Commission advised the Respondent that inasmuch as the rate in effect at the time the shipment moved was higher than the rate for a longer haul on the same commodity in the same direction, the longer haul including the shorter, under the statutes of this Commonwealth said rate was illegal and could not be maintained, and the Commission directed therefore that reparation be made.

Upon receipt of advice that refund had been made to the Complainant the case was marked closed.

COMPLAINT DOCKET NO. 131.

JOHN H. PATCHIN	}	Alleged discriminatory and excessive rate of freight on brick from Mill Hall, Clinton County, to Burnside, Clearfield County.
vs.		
NEW YORK CENTRAL & HUDSON		
RIVER RAILROAD COMPANY.		

Filed January 20, 1914.—Closed March 5, 1914.

The Complainant alleged an overcharge on a carload of brick shipped from Mill Hall, Clinton County, destined to Burnside, Clearfield County, the same having been charged at the rate of 11½ cents per one hundred pounds, in accordance with the Respondent's Tariff.

In answer, the Respondent averred that at the time the shipment moved there was in force a commodity rate of \$1.25 per net ton on common brick from Mill Hall to Heilwood, Indiana County, as per Respondent's Tariff, and as Burnside was an intermediate point, it would make refund to the Complainant of the difference between the two rates, if the permission of the Commission were granted.

The Commission granted the permission requested, and the case was marked closed.

COMPLAINT DOCKET NO. 143.

A. M. WELTMER'S SONS
vs.
EDISON ELECTRIC ILLUMINATING
COMPANY.

} Alleged excessive rate for electric
power service.

Filed February 6, 1914.—Dismissed March 5, 1914.

Complaint alleged an unreasonable charge for electric current used in the operation of an elevator in the warehouse of the Complainant. Allegation was made that it was formerly charged at the rate of \$1.00 per month, but that for the month of January, 1914, a charge of \$6.30 was assessed and that during that time no greater amount of electric current was used than in any previous month.

In answer, the Respondent averred that in the first week of December, 1913, the Complainant was notified of a change of rate effective January 1, 1914, and as no objection was filed by the Complainant, it was assumed that they desired to continue the service. The charge against which complaint was made was the first charge made under the new schedule, which charge, the Respondent alleges, was paid by the Complainant.

In commenting upon the answer of the Respondent Company, the Complainant denied that it had accepted the conditions of the new schedule or that the bill in question had been paid, but, on the contrary, stated that it had not paid the bill.

After a full consideration of the facts before the Commission, it was decided that the rate charged in the new schedule was not unreasonable in view of the fact that the plant of the Respondent Company had to be operated at all times in order to be prepared to furnish the stipulated load. The complaint was therefore dismissed.

COMPLAINT DOCKET NO. 146.

J. B. KINSLOE & SONS
vs.
SUSQUEHANNA TRACTION COMPANY

} Excessive charge for carriage of
newspapers, Lock Haven, Clin-
ton County, to Mill Hall, Clin-
ton County.

Filed February 2, 1914.—Closed March 5, 1914.

The Complainants, publishers of the "Lock Haven Express", make complaint against the Respondent Company because of the charge of 10 cents for the carriage of a package of newspapers weighing $6\frac{1}{2}$ pounds from Lock Haven, Clinton County, to Mill Hall, Clinton County, a distance somewhat over five miles, in alleged discrimination of the charge made for the carriage of larger and more bulky packages between the same points.

A copy of the complaint was forwarded to the Respondent Company for answer. Later, upon the receipt of a communication signed by both parties, advising that an amicable adjustment had been reached between the parties, the case was directed to be marked closed.

COMPLAINT DOCKET NO. 50.

MINERS ALONG THE SCHUYLKILL &
SUSQUEHANNA BRANCH

vs.

PHIADELPHIA & READING RAILWAY
COMPANY.

Inadequate train service.

Filed October 1, 1913.—Closed March 5, 1914.

A committee of two, representing about sixty miners residing in Outwood and vicinity, petitioned for a train to run from Pine Grove to Outwood, a distance of six miles, in order to save the miners the necessity of arising at an unreasonably early hour in the morning and walking a distance of four to five miles in inclement weather to use the miners' train operated on the L. & P. Branch, a distance of two miles away.

The Respondent filed an answer denying the necessity for such additional service, and claiming that if installed the trains would probably not carry over twenty passengers per day, representing an income insufficient to justify the increased cost of operation. A committee of two Commissioners was appointed for the purpose of holding a hearing in Lebanon and later an inspection along the line of the Respondent, at the conclusion of which the representatives of Respondent Company agreed to make an effort to bring about an adjustment of the matter satisfactory to the Complainant.

The Respondent later reported to the Commission stating that it had been unable to work out any plan for the relief of the miners at Outwood and Buechlers for morning service without the installation of an additional train at an expense of \$30.90 daily.

A further conference was held with representatives of the Respondent Company by the Committee of Commissioners, at which the Respondent held to the ground that the additional expense providing the morning train desired would be prohibitive, but offered to take up the question of providing the evening train whereby the miners could go direct from the mines to their homes at Beuchlers and Outwood.

Following a report of this conference, the Commission ordered that the Respondent install at once an evening service between Pine Grove and Outwood for the accommodation of Complainants and operated on a schedule by which the train will reach Outwood not later than six o'clock in the evening, with the further direction that the Respondent keep an accurate record of the number of passengers carried daily on this train for the ensuing six months.

The Complainants advising the Commission that the order issued by the Commission had satisfactorily adjusted the grounds of their complaint, the case was marked closed.

COMPLAINT DOCKET NO. 148.

JOHN C. LLOYD

vs.

COMMONWEALTH TELEPHONE
COMPANY.

Alleged discriminatory rates for service.

Filed February 5, 1914.—Withdrawn March 9, 1914.

Complaint alleged that the Respondent discriminated in the matter of the rate for telephone service, alleging that while he pays \$1.50 per month for service, thirteen other parties on the same line are charged but \$1.00 per month for the same service.

A copy of the complaint was forwarded to the Respondent Company for answer but before the receipt of any advice from the Respondent, the Complainant advised that the Respondent had amicably adjusted the matter and requested that the complaint be withdrawn, which request was granted and the record so marked.

COMPLAINT DOCKET NO. 65.

T. J. HICKEY, ET AL.	}	Use of car for combined passenger and freight service.
vs.		
HANOVER & McSHERRYSTOWN		
STREET RAILWAY COMPANY.		

Filed October 26, 1913.—Dismissed March 17, 1914.

Complaint was made against the carriage of live stock and other objectionable freight shipments on passenger cars of Respondent Company, operated between Littlestown and Hanover.

Upon investigation the Commission found that Respondent had one combination passenger and freight car in regular service between the points in question from Monday morning until Saturday at noon; and in view of the service afforded, the Commission determined that it was not justified in ordering Respondent to cease carrying freight on said combination car, and the case was accordingly dismissed.

COMPLAINT DOCKET NO. 79.

W. R. GARINGER	}	Excess fare and refusal to make special stop.
vs.		
WILKES-BARRE, DALLAS AND HAR-		
VEY'S LAKE RAILWAY COMPANY.		

Filed November 17, 1913.—Closed March 17, 1914.

Complainant alleged that the Respondent Company charged a 5 cent fare for a distance of three city squares. The Respondent answered that the distance of three city squares is at the beginning of a new zone and but a small part of the distance which a passenger may ride in that direction for one fare, if desired.

Held, That the rates and service of the Respondent appear to be reasonable.

In his original complaint the Complainant alleged that the Respondent maintained three stops in the Borough of Dallas and charged 5 cents between the first and third stop; and that it carried passengers from Wilkes-Barre to either the first or second stop in Dallas for the same fare, but charged an additional 5 cent. fare if they rode to the third stop.

Through correspondence, as well as from plans and photographs, and the answer and supplemental answer filed by the Respondent, it was developed that there is only one regular stop in the Borough of Dallas, that stop being the one designated in the complaint as the "second stop," and that at this point the Respondent maintains a waiting room, in a substantial building bearing the sign "Dallas," where also light and heat are provided for the accommodations of passengers, and that the stops designated as first and third stops, although within the Borough limits of Dallas, are not regular stopping points but merely intersections of public highways with

the line of the Respondent's railway at points where there are only a few families to be accommodated, and the stops heretofore made at those places have been made principally on the score of friendship or acquaintance with the motormen, which practice has now been discontinued.

The Commission, upon consideration of all the facts presented before it, ruled that the rules and regulations of the Respondent Company governing its rates and service, appeared to be reasonable, but advised the Complainant that if prepared to substantiate by proof that they are unreasonable, a time for a hearing for such purpose would be appointed.

The Complainant not responding to this suggestion, the Commission ordered the case closed.

COMPLAINT DOCKET NO. 108.

<p>FRANCIS BROTHERS vs. PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Alleged excessive weight on shipment of apples from Moravia, Lawrence County, to New Wilmington.</p>
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Filed December 30, 1913.—Closed March 17, 1914.

Complaint was made against an alleged excessive charge for the transportation of ninety-five bushels of apples from Moravia to New Wilmington.

In answer, the Respondent averred that the weight of the shipment was taken from the Complainant, and that the identity of the shipment had been destroyed by reason of the manufacture of the apples into cider, but that if it could be shown that the charge was based upon an erroneous weight the Respondent stood ready and willing to make proper refund.

A copy of this answer was forwarded to the Complainant with advice that if the weight upon which the charge in question was assessed could be shown to have been greater than the weight at the time the shipment was accepted for transportation, that the Respondent was willing to make proper refund.

The case was not prosecuted further, and was accordingly marked closed.

COMPLAINT DOCKET NO. 147.

<p>THE UNION SWITCH & SIGNAL COMPANY. vs. ADAMS EXPRESS COMPANY.</p>	}	<p>Refusal to accept shipment consigned to an exclusive Wells Fargo point.</p>
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Filed February 5, 1914.—Withdrawn March 18, 1914.

Complaint was made against the Respondent for refusal to accept a package at Homewood, for transportation to Fredonia, upon the ground that the latter point was a Wells-Fargo Express point, and that in order to make the shipment the package would have to be transferred in the city of Pittsburgh to the Wells-Fargo Company.

A copy of the complaint was forwarded to the Respondent Company for answer, and under date of March 14, 1914, the Commission was advised that the Complainant now fully understood the matter and did not desire to prosecute the case further. The complaint was accordingly marked withdrawn.

COMPLAINT DOCKET NO. 157.

TRAVELERS PROTECTIVE ASSOCIA- TION OF AMERICA vs. PENNSYLVANIA RAILROAD COMPANY.	}	Alleged discrimination in certain forms of mileage tickets accepted for transportation over the Cornwall & Lebanon Railroad.
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Filed February 24, 1914.—Closed March 21, 1914.

Complaint was made against the Pennsylvania Railroad Company for refusal to accept interchangeable mileage books on the Cornwall & Lebanon Branch of its road, averring that the traveling public was being discriminated against for the reason that the aforesaid mileage was being accepted on other branches of the Respondent's road.

A copy of the complaint was sent to the Respondent Company, and in answer the Commission was advised that after a conference with the Superintendent of the Cornwall & Lebanon Railroad, it was decided to accept the interchangeable mileage ticket for transportation on that branch of the road.

This information was communicated to the Complainant, and the case was accordingly marked closed.

COMPLAINT DOCKET NO. 175.

ANNIE L. KUHN vs. HANOVER AND McSHERRYSTOWN WATER COMPANY.	}	Refused to supply water service until arrearages in water rent are paid.
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Filed March 23, 1914.—Closed March 26, 1914.

Complaint arose from the refusal of the Respondent to furnish water service to the Complainant because of her refusal to make payment of bill for water incurred by the former owner of the property, and averring that she had offered to pay six months in advance for water service.

A copy of this complaint was forwarded to the Respondent Company.

Upon receipt of advice from the complainant that the matter in controversy had been satisfactorily adjusted, the case was closed.

COMPLAINT DOCKET NO. 112.

UNITED COMMERCIAL TRAVELERS OF AMERICA vs. NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.	}	Alleged unnecessary transfer of passengers; cold and uncomfortable cars.
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Filed January 3, 1914.—Closed April 7, 1914.

The Order of the United Commercial Travelers of America, by the Chairman of its Railroad Committee at Williamsport, filed a numerous signed petition asking—

First, that an investigation of the practice of the Respondent Company in causing the passenger train on its Beech Creek Division to originate and terminate their runs at Jersey Shore Junction instead of Williamsport, making it necessary for passengers bound for Williamsport to transfer at Jersey Shore Junction to trains of the Fall Brook Division, with a similar transfer going in the opposite direction; and

Second, that the Commission require the Respondent Company to heat the cars operated on the Beech Creek Division.

The Respondent, in its answer, denied that the passenger cars operated on its Beech Creek Division are cold and uncomfortable when the train is made up at Jersey Shore stating that these cars are kept in the yard at Avis and under steam over night and there is no reason why they should not be comfortably heated at all times. As to the necessity of changing its former practice of making up the Beech Creek Division trains at Williamsport, the Respondent claimed that the increase of business on its main track at Williamsport, where the extra Beech Creek equipment had to be handled, occasioned such inconvenience and delay as to necessitate either a very large investment for additional facilities at Williamsport or a discontinuance of the operation of the Beech Creek coaches into Williamsport, and after investigation the latter method was determined upon as the most feasible in the circumstances, particularly for the reason that the limited travel between Williamsport and Beech Creek points, averaging only from eleven to fourteen passengers per day each way did not justify the additional investment that would be required, but a rearrangement of schedules was made in order to admit of close connections at Jersey Shore Junction.

This answer was sent to Complainant for replication on February 5, and no response having been received from the Complainant, the Commission, on April 7, 1914, marked the case closed.

COMPLAINT DOCKET NO. 144.

OLIVER M. WRIGHT, ET AL.	}	Service and rates at "Perry Exchange."
vs.		
CENTRAL DISTRICT TELEPHONE COMPANY.		

Filed February 7, 1914.—Closed April 7, 1914.

This complaint was a petition of patrons of the Respondent connected with the "Perry Exchange," covering three townships adjacent to the City of Pittsburgh. It was alleged that all calls, except those within the district, were charged as long distance calls, and as the subscribers, as a rule, had their places of business in Pittsburgh, it worked a hardship to those using service between their business places and their homes.

In answer, the Respondent admitted some, but denied the material allegations of the complaint.

A copy of the answer was sent to the Complainant for comment, and as no further advices were received, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 155.

HARRISON J. NESTER vs. PHILADELPHIA & READING RAILWAY COMPANY.	}	Damage by fire caused by sparks from locomotives.
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Filed February 17, 1914.—Closed April 7, 1914.

Complainant alleged that sparks from locomotives of the Philadelphia & Reading Railway Company caused fires to be ignited on his property.

Both parties to the complaint were advised that the Commission had no jurisdiction in the matter of the adjudication of claims for loss sustained by fire alleged to have been caused by sparks thrown from locomotives, but that the attention of the Respondent would be called to the allegations presented.

The Respondent Company averred that its engines were equipped with the best device known for the prevention of the throwing of sparks from locomotives, but that notwithstanding this fact sparks were occasionally thrown from its locomotives.

A copy of this communication was forwarded to the Complainant and as nothing further was heard from him, the case was marked closed.

COMPLAINT DOCKET NO. 166.

MRS. JAMES TURNEY vs. TRI-CITIES WATER COMPANY.	}	Refusal to furnish service unless charges are paid in advance.
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Filed February 19, 1914.—Closed April 7, 1914.

This was an informal complaint, alleging that because of the fact that her water bill was not paid promptly the Respondent Company had turned off the water supply at her residence, leaving her entirely without water for domestic purposes.

The Commission brought the matter to the attention of the Respondent Company, suggesting that this seemed to be a case for immediate action and requested a copy of the rules and regulations of the Company. The Respondent Company promptly furnished a copy of its tariff, showing the minimum rate for three months to be \$3.00, payable in advance, and the condition that five per cent. would be added in case of failure to pay before the fifteenth of the first month of the quarter.

Upon receipt of advice from both parties to the complaint that upon the payment of the penalty imposed by the Respondent, the water service had been restored to the Complainant, the case was marked closed.

COMPLAINT DOCKET NO. 135.

NATIONAL COAL & ICE COMPANY

vs.

BALTIMORE & OHIO RAILROAD
COMPANY.

} In re construction of siding.

Filed January 24, 1914.—Withdrawn April 9, 1914.

Complainant alleged an unreasonable delay on the part of the Respondent in constructing a railroad siding at its plant in Ellwood City, and further, that when a form of contract for the construction of said siding was finally submitted, the conditions of the contract were found to be unfair, unreasonable and prejudicial to the Complainant's interests.

The complaint was forwarded to the Respondent for answer, and advice was received to the effect that they were negotiating with the Complainant, and the Commission would be advised as soon as possible of the outcome of such negotiations.

Under the date of April 6, 1914, a communication was received from the Complainant, advising that it had entered into an agreement with the Respondent for the construction of the siding in question, and requested that the complaint be withdrawn, which request was granted.

The case was accordingly so marked.

COMPLAINT DOCKET NO. 164.

H. R. LEFEVER, ET AL.

vs.

PHILADELPHIA RAILWAYS COMPANY.

} Alleged inadequate service and
equipment.

Filed March 6, 1914.—Closed April 11, 1914.

A petition signed by numerous persons employed at Girard Point, Philadelphia, alleged inadequate service of the Respondent between Third and Jackson Streets, Philadelphia, and Essington, in which it was set forth that the morning and evening cars of the Respondent Company were over-crowded and frequently twenty-five to thirty minutes late.

The Respondent Company, in answer, averred that it had taken means to overcome the crowded condition of the cars operating during the morning and evening rush hours, and thought that there would be no further complaint in that regard. In regard to the delays occurring on this line the Respondent averred that its schedule was often interrupted by reason of the fact that, although the line is comparatively short, it crosses steam railroad tracks at grade at three different points, and also that it was compelled to cross a draw-bridge over the Schuylkill River and that these crossings very often caused delays over which it had no control.

A copy of the Respondent's answer was forwarded to the Complainant, and upon receipt of advice that the service had been improved, the case was marked closed.

COMPLAINT DOCKET NO. 136.

WALTER S. IVINS, ET AL.

vs.

PHILADELPHIA & READING RAILWAY
COMPANY.} Location of Fortuna Station,
Montgomery County.

Filed January 26, 1914.—Closed April 22, 1914.

This complaint was instituted by residents and property holders of Hatfield Township, Montgomery County, averring that they are dependent upon the facilities afforded at Fortuna Station, on the Doylestown Branch of the Philadelphia & Reading Railway Company, and that said station is inaccessible and inconveniently located, and petition for the removal of the station to a point about six hundred yards north of its present direction.

The Respondent, in answer, averred that the station in question was erected some twenty-five years ago and that while the suggested new location might accommodate a greater number of patrons of the road, yet, on the other hand, it was not believed that those residing in the immediate vicinity of the present station would be willing to agree to such a change, and that therefore it did not feel justified in making the change petitioned for, unless the Commission shall determine that such change will promote the public convenience and shall order said station to be relocated.

After a full investigation upon the ground of the conditions by Commissioner Pennypacker, the Commission rendered the following opinion and order:

FINDING, DETERMINATION AND ORDER.

The Commission:

The petitioners ask to have the station at Fortuna removed from its present location to a point about one-third of a mile further north, to the northeast corner of the Hatfield Road and Doylestown Branch of the Philadelphia & Reading Railway Company's Railroad. They offer to furnish the lot and pay the expense of the erection of a new station building. The Respondent Railway Company raises no serious objection to the proposed removal. Commissioner Pennypacker made a personal inspection of the locality and heard all of the parties concerned. He reported that the Hatfield Road is a main road through that part of the country, that a few people will be more or less accommodated by the proposed plan but that much the larger number of people residing in the locality will be better accommodated should the request of the petitioners be granted.

And now, to wit, April 22, 1914, it is ordered: That Fortuna Station, on the Doylestown Branch of the Philadelphia & Reading Railway Company, be removed from its present location to a point at the northeast corner of Hatfield Road and the Railway, at the intersection of these roads.

COMPLAINT DOCKET NO. 109.

CHESTER H. ASHTON

vs.

NEW YORK CENTRAL & HUDSON
RIVER RAILROAD COMPANY.} Train service Knoxville to Wells-
boro, Tioga County.

Filed December 30, 1913.—Closed April 24, 1914.

The Complainant alleged inadequate train service from various points on the Cowanesque Branch of the Respondent's line to Wellsboro, the county seat, setting forth particularly the inconvenience and embarrassment to which those attending court at the county-seat were subjected by reason of the alleged poor service, consequent to the alleged unnecessary wait for trains at Lawrenceville Junction.

In answer, the Respondent admitted that its schedule occasioned delays at the junction point of the Cowanesque Branch and the main line, but averred that the same schedule had been in effect for many years without complaint and was generally considered satisfactory. The Respondent further stated that it was at all times anxious to give the best possible service to its patrons.

At a later date the Respondent submitted to the Commission a tentative schedule which it was thought would improve the service between the points in question, and a copy of this proposed schedule was forwarded to the Complainant for comment.

The Complainant advised the Commission that the proposed schedule was an ideal one and that, in his judgment, would meet with the approval of the traveling public.

Upon receipt of advice from the Respondent that the schedule would be put into effect, the case was marked closed.

COMPLAINT DOCKET NO. 16.

<p>WALTER C. REESE vs. PENNSYLVANIA LIGHTING COMPANY.</p>	}	<p>Discontinuance of gas service at residence on account of an unpaid bill for electric service at place of business.</p>
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Filed August 15, 1913.—Closed May 6, 1914.

Complainant inquired whether or not Respondent was within its rights in refusing to serve him with gas at his residence on account of the fact that that Company held an unpaid bill against him for electric light furnished at his place of business during the Fall of 1910.

Respondent, in its answer, contended that it was justified in refusing to extend service to a party who is a debtor.

Complainant was then advised by the Commission that it was without jurisdiction to fairly determine this complaint until subsequent to January 1st, 1914, upon which date The Public Service Company Law would become fully effective. It was suggested to Complainant, however, that he attempt in the meantime to make some arrangement with Respondent whereby service might be secured.

As the Complainant failed to communicate further with the Commission, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 75.

<p>F. J. SCHMOYER vs. NORTHERN CENTRAL GAS COMPANY.</p>	}	<p>Unjust charges.</p>
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Filed November 12, 1913.—Dismissed May 6, 1914.

Alleged unjust charge for gas claimed to have been used during the absence of the consumer.

The complaint alleged that the Respondent Company rendered a bill of \$1.66 for gas used in the month of July, 1913, during all of which month Complainant alleged to have been away from home and the house closed. In addition, he notified the Gas Company before the first day of July of his intended absence and it was suggested that he turn off the gas, which he claims was done on June 29, 1913,

The Company held that the meter was read on June 25, and that the bill rendered for July was for gas used during the four days from June 25, the date of the last meter reading, to June 29, the date the gas was turned off.

The Commission offered to appoint a date for hearing, but the Complainant not availing himself of this opportunity, the case was ordered to be dismissed.

COMPLAINT DOCKET NO. 87.

D. M. YERKES	}	Lack of wagon delivery service in Milbourne Borough.
vs.		
ADAMS EXPRESS COMPANY.		

Filed November 25, 1913.—Closed May 6, 1914.

Complaint was made that the Adams Express Company did not maintain a "pick-up delivery" service in the Borough of Milbourne, to include the residence of the Complainant, and further that the Respondent had accepted shipments at Scranton, consigned to him at his residence and had refused to make delivery thereof other than to its office at Milbourne Mills.

As the Respondent's Answer failed to satisfy the Complainant the case was set down for hearing. Inasmuch, however, as the Complainant declined to be present on the date appointed, the proceeding was closed for lack of prosecution.

COMPLAINT DOCKET NO. 140.

CURTIS R. SPRENKLE	}	Alleged excessive rate on shipment from Spring Grove, York County, to Enon Valley, Lawrence County.
vs.		
THE PENNSYLVANIA COMPANY.		

Filed January 17, 1914.—Closed May 6, 1914.

Complaint alleged an overcharge on two shipments from Spring Grove to Enon Valley, one of 400 pounds, upon which the charge was \$2.52, and another of 200 pounds, upon which the same charge was assessed.

In its answer the Respondent averred that the rates charged were in accordance with its published tariffs and were just and reasonable.

The matter was referred to the Bureau of Rates and Tariffs of the Commission, which reported that the rates were in conformity with the published rates of the Respondent Company, and that, in the judgment of the Chief of said Bureau, were equitable.

After considering the report of the Chief of the Bureau of Rates and Tariffs, together with the other facts presented in the case, the Commission directed that the Complainant be advised that in the judgment of the Commission the rates charged were not unreasonable and that unless he is prepared to substantiate by proof that the charges were excessive, the complaint would be dismissed.

As nothing further was heard from the Complainant in the matter the complaint was marked closed.

COMPLAINT DOCKET NO. 151.

TOWNSHIP OF EAST NORRITON	}	Alleged excessive fare.
vs.		
LEHIGH VALLEY TRANSIT COMPANY.		

Filed February 19, 1914.—Closed May 6, 1914.

The Complainant alleged that at the time the Respondent was authorized to extend its lines through the Township, it was agreed with the Respondent's agent, who claimed to be authorized to act in the premises, to charge a five cent fare for transportation between Norristown and Germantown Turnpike, but that when the extension was made the Respondent charged a ten cent fare between said points instead of a five cent fare as agreed upon.

The answer of the Respondent averred that in accordance with the request of the Township authorities and the promise made by its representative that a five cent fare would be charged for transportation between the above named points, it had placed on sale for the personal use of its patrons a fifty trip book, good for use for one year, at the price of \$2.50, thus making a single fare but five cents.

A copy of this answer was forwarded to the Complainant, but as no further advices were received in the matter, the case was marked for lack of prosecution.

COMPLAINT DOCKET NO. 153.

RESIDENTS OF CHESTER AND	}	In re inadequate and irregular service.
VICINITY		
vs.		
SOUTHERN PENNSYLVANIA TRACTION COMPANY.		

Filed February 20, 1914.—Closed May 6, 1914.

This case originated upon a petition filed by numerous residents of Chester and vicinity complaining of the unsatisfactory, irregular and inadequate service of the Respondent in the operation of its cars between Chester and Marcus Hook.

In answer the Respondent denied that its service was inadequate but that inasmuch as its lines, between the points in question, was crossed six times by steam railroads at grade, delays sometimes occurred which were beyond its control.

A copy of this answer was forwarded to the Complainant, and as no further advices were received, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 154.

HERMAN KAHN	}	Alleged insanitary condition of smoking car of train operated between Milton and West Milton.
vs.		
PHILADELPHIA & READING RAILWAY COMPANY.		

Filed February 24, 1914.—Closed May 6, 1914.

Complainant alleged the "filthy and insanitary condition" of a smoking car operated by the Respondent Company between Milton and West Milton.

In answer, the Respondent stated that ordinarily this car was swept from three to four times daily, but at the time in question, owing to the severe weather conditions all available employees of the Respondent Company were engaged in keeping the tracks and interlocking plant from freezing, and that the car was temporarily neglected. It stated, however, that instructions had been issued to prevent the recurrence of this neglect in the future, no matter what the conditions may be.

This information was communicated to the Complainant and as no further advices were received, the case was marked closed.

COMPLAINT DOCKET NO. 173.

SCHOEN-JACKSON COMPANY
vs.
ADAMS EXPRESS COMPANY.

} Discontinuance of agency at
Moylan Station, Delaware
County.

Filed March 21, 1914.—Closed May 6, 1914.

Complaint was made against the removal by the Respondent of its agency at Moylan Station, the nearest shipping point for the Complainant, alleging that its removal was the cause of great inconvenience to that company and other manufacturers in the vicinity.

The Respondent, in answer, averred that a change had been made in the routing, but that the service to the Complainant had not been injured thereby.

A copy of this answer was forwarded to the Complainant, but as nothing further was heard of it, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 105.

W. D. MATHESON, ET AL.
vs.
THE MIDDLETOWN AND SWATARA
CONSOLIDATED WATER COMPANY.

} Alleged excessive rates for service.

Filed January 2, 1914.—Dismissed May 7, 1914.

Complainant alleged that the rates charged by Respondent were unjust and inequitable; that the returns to the said Company from the rates thus charged were unreasonable; that Respondent unfairly discriminated in its rates between the general public and certain individual consumers', and that the rates at which water was furnished to the Borough of Middletown were unreasonable and unjustly in advance of the rates charged by the Consolidated Water Company in other districts in which it was operated.

The Commission duly investigated the matters complained of, and after hearing thereon rendered the following Report and Order, dismissing the complaint:

FINDING, DETERMINATION AND OPINION.

Wright, Commissioner:

The allegation of the Complainants is "that the rates charged by the Defendant Company are unjust, unreasonable and discriminating."

The "Middleton Water Company" was incorporated in 1884, or 1885, by residents of the Borough of Middletown for the purpose of supplying water to the residents of Middletown. In 1895, the Company, as well as an associate company, known as the "Swatara Mills Company," made

an assignment for the benefit of creditors, and subsequently, in 1897, the property and franchises were sold for the benefit of creditors and purchased at sheriff's sale by George F. Billmeyer and J. H. Smyser, of the City of York, for \$19,075 00 in cash, subject to a mortgage of \$25,000,000 assumed by the purchasers. The purchasers continued to operate the Company until late in 1902, during which time they made some improvements, including a "slow sand filtration plant," for the purpose of filtering the water from Swatara Creek. The filter was not satisfactory and was abandoned.

In 1902 Billmeyer and Smyser sold the Middletown and Swatara Water Company property for the sum of \$108,462.59, of which amount \$50,000.00 was represented in first mortgage bonds.

The Londonderry Water Company was chartered in April, 1902, for the purpose of supplying water to the residents of Royalton Borough, which is on the other side of Swatara Creek, opposite Middletown Borough. The Londonderry Company acquired springs and water rights known as Round Top and there built a reservoir for the purpose of impounding water from the springs and streams and delivering same by gravity to their patrons in Royalton.

In November, 1903, the Middletown and Swatara Water Company was merged with the Londonderry Water Company under State laws, under the title of the "Middletown and Swatara Consolidated Water Company." A physical connection was made between the two systems and both Middletown and Royalton supplied by gravity through the Round Top Reservoir.

At that time the Middletown Water Company had a bonded indebtedness of \$100,000.00 and a capital stock of \$100,000.00. The Londonderry Water Company had a bonded indebtedness of \$80,000.00 and a capital stock of \$80,000.00, and subsequently the consolidated corporation placed an additional mortgage of \$20,000.00 upon the combined properties.

It is alleged by the Complainants that the capital stock does not represent a dollar invested and has no value, which allegation is assented to by the Respondent Company.

In 1909 the Board of Health, after investigation, demanded that the Company install a mechanical filtration plant and in compliance with that order the Company installed its filter and other improvements at an expense of about \$26,000.00.

The Complainants had an appraisal made of the replacement value, by Engineer F. H. Shaw, who estimated the cost of reproducing the plants as follows:

The Middletown Water Company,	\$81,437 00
Londonderry Water Company,	41,115 00
Or a total reproducing value of.....	<u>\$122,552 00</u>

The Respondent Company produced evidence to show that errors and omissions in the value of material would bring the total value up to about \$140,499.88.

At the hearing no evidence was adduced to show the original cost of plant, and the additional thereto, nor was any estimate offered. Under the existing rates the average cost per year, per family, is \$11,844. The evidence shows that for the year ending October 1st, 1912, for the combined companies the gross revenue amounted to \$12,111.48. The evidence adduced by the Respondent shows that the charges and expenses incident to the management and operation of the plant for the year ending October 1st, 1912, amounted to \$6,783.28, leaving the sum of \$7,806.62 net revenue to the consolidated company, for that year, under the new rates of the company, complained against. Without taking into consideration the subjects of sinking fund or depreciation, it would appear from the above that the Respondent Company, under the new rates, is not receiving a net revenue equal to the legal rate of interest on the value of their plant, nor an income more than is fairly due after deducting the proper charges and necessary expenses incident to the conduct of its business. The Complaint in this case should accordingly be dismissed.

ORDER.

And now, to wit, May 7, 1914, the finding, determination and opinion made by Commissioner Wright, dismissing the complaint, is concurred in, ratified and confirmed and made the finding, determination, opinion and order of the Commission, and shall be filed as such by the Secretary.

Subsequent to the dismissal of the case by the Commission the Complainant, in the manner provided by law, filed in the Court of Common Pleas of Dauphin County an appeal from the report and order of the Commission.

At this writing the matter of this appeal is undetermined.

COMPLAINT DOCKET NO. 186.

KEYSTONE COAL AND COKE COMPANY } Rate on coal Portage, Cambria
vs. } County, to Eldorado, Blair
PENNSYLVANIA RAILROAD COMPANY. } County.

Filed April 15, 1914.—Closed May 29, 1914.

Complaint was made against an alleged excessive charge on two cars of coal from Portage, Cambria County, to Eldorado, Blair County.

In answer, the Respondent advised that the charges assessed upon the shipments in question were in accordance with the published tariffs on file, but stated that if permission were granted by the Commission, it would make a refund on the difference between the rates charged and a new rate made effective May 8, 1914.

The Commission advised the Respondent that permission to make such refund had been granted, and the case was closed.

COMPLAINT DOCKET NO. 125.

M. GLOSSER & SONS, ET AL. }
vs. }
BALTIMORE & OHIO RAILROAD } Rate for interchange of freight.
COMPANY. }
PENNSYLVANIA RAILROAD COMPANY. }

Filed January 15, 1914.—Withdrawn May 12, 1914.

Complaint was made against the alleged excessive charge for switching on shipments originating on the road of one or the other of the Respondent companies for deliveries to industrial sidings in the City of Johnstown, and upon shipments originating with the industrial establishments for delivery on the line of the respective respondents.

After the passing of considerable correspondence between the parties to the complaint and the Commission, a hearing was appointed for April 24, 1914, but before the date of the hearing the Commission was advised by the Complainants that an agreement had been entered into between the parties to establish a joint switching rate in Johnstown of 40 cents per gross ton, which would partly satisfy their complaint, and as all conditions as to rates were promptly established, desired to withdraw the complaint.

A joint tariff carrying out the agreement between the parties having been filed with the Commission, the complaint was withdrawn.

COMPLAINT DOCKET NO. 124.

THE SOMERSET TELEPHONE COM- PANY. vs. THE ECONOMY TELEPHONE STOCK COMPANY.	}	Alleged discriminatory rates.
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Filed January 12, 1914.—Closed June 3, 1914.

The Respondent charged its stockholding users \$2.00 less per annum for telephone service than non-stockholding users, and also furnished service free to hotels and railway stations, presumably as an inducement to the securing of additional subscribers.

Held, That this practice should be discontinued, as it was discriminatory.

The complaint in this case was that the Economy Telephone Stock Company was violating The Public Service Company Law by discriminating in rates charged to stockholding users of the service, and by giving free service to hotels and railway stations.

Answering the complaint the Respondent admitted that it did furnish free service to certain railway stations in the territory which it covered, but that such free service was essential for the common benefit of its subscribers, who had occasion constantly to call the railway company on account of shipments by, and deliveries to, them of commodities, and furthermore that it would be very glad to receive the prescribed rental from the railroad company, but that the railroad company had refused to install their service at their rate, and that without instruments in the various stations its service would be rendered less valuable to its regular subscribers.

After a full consideration of the facts before the Commission, the following opinion and order was rendered:

OPINION AND ORDER.

Brecht, Commissioner:

In the matter of the Somerset Telephone Company vs. the Economy Telephone Stock Company, the record shows that it is the practice of the Economy Stock Company to charge patrons who hold stock in the said company two dollars less per annum for their service than subscribers who are not stockholders for the concern.

This action respondent attempts to justify on the ground that it builds new lines and furnishes telephone service in new territory only after a subscriber takes stock, and therefore such a concession is found to be a necessary inducement, in order that the business of the company may be further developed and extended. Under the plan adopted respondent contends that the "stockholding subscribers really builds the line because he furnishes money to pay for the labor and material of putting up the line," and consequently because of the larger risk taken by the stockholding subscribers, he should receive some consideration in the rates he is charged.

This argument, in substance, applies to any stock telephone company and could be urged with equal propriety as a sufficient reason for making a difference in the rates which any such company charges its patrons. In all incorporated telephone companies, stock must be subscribed before a line can be built or before there can be any development of the plant equipment, and whether the money comes from a subscriber who expects to use the service, or from an outsider, does not change the status of company as a public service company required by law to furnish service at rates which shall not be unreasonably discriminatory, or make any difference in the scope of its powers under the law.

It is intended that the law shall apply in the matter of rates for service rendered to stockholders and non-stockholders without distinction, and, therefore, to grant a lower rate to subscribers holding stock than is

granted to persons not holding stock must be regarded as a discrimination. Moreover, the effect of granting special rates to stockholding subscribers would lead to all kinds of abuse in the matter of profits and dividends stockholders might receive.

In like manner, under the facts disclosed by the evidence in this case, the policy of respondent company, of furnishing and maintaining telephone service at hotels, or railway stations, free, is an unreasonable discrimination as against other patrons and users of the service of Respondent.

In both of these instances, the method pursued by the respondent company is a violation of sub-section (a) and (b) in Section 8 of Article III, of The Public Service Company Law.

The Commission therefore determines that respondent should make no difference in the rates which it charges stockholding and non-stockholding subscribers, or users of its service, and that such discriminatory practice should be discontinued, as should also the practice of furnishing and maintaining telephone service free at hotels and railway stations. An order should be entered accordingly.

ORDER.

This case being at issue upon complaint and answers on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed of record a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof;

Now, to wit, June 3rd, 1914, It is ordered, That the Economy Telephone Stock Company, on and after the receipt of this order, make no difference in the rates which it charges stockholding and non-stockholding subscribers, or users of its service, and that the practice of furnishing and maintaining telephone service free at hotels and railway stations be discontinued.

COMPLAINT DOCKET NO. 138.

RESIDENTS OF ANTRIM TOWNSHIP,
FRANKLIN COUNTY
vs.
CUMBERLAND VALLEY RAILROAD
COMPANY.

Discontinuance of Kaufman Station, Franklin County.

Filed January 28, 1914.—Dismissed June 3, 1914.

Complaint against discontinuance of freight and passenger agency at Kauffman. The evidence showed the falling off of passenger traffic, due principally, to the operation of a trolley line.

The freight business seemed to show no material decrease.

Held, That the passenger agency may be discontinued, but that the freight agency be re-established not later than July 15, 1914.

The Complainants filed a petition signed by forty residents of Antrim Township, Franklin County, protesting against the discontinuance of the freight and passenger agency at Kauffman, Franklin County, alleging that the receipts of the Respondent Company warranted the continuance of the station

The Respondent Company filed an answer to the petition, denied some, and admitted other of the allegations of the complaint, and submitted figures showing its receipts from freight and passenger business at the Kauffman Station, and averring that since the construction of a trolley line between Greencastle and Chambersburg, in 1907, which passed through Kauffman, the passenger traffic had materially decreased.

A hearing on the complaint was held in the offices of the Commission in Harrisburg, April 7, 1914, and testimony taken.

After a full consideration of the testimony in the case, together with the briefs submitted by both sides, and the other documents of record in the case, the following opinion and order of the Commission was rendered:

OPINION AND ORDER.

Brecht, Commissioner:

In the matter of the discontinuance of the station at Kauffman, Franklin County, the petitioners contend that they have found it very inconvenient in shipping freight since Kauffman Station on the Cumberland Valley Railroad was changed from an agency station for freight and passenger traffic to a non-agency station for freight only, and now petition that Respondent be required to place an agent in charge of the freight business at that point, and that the said station be made a flag stop for at least several passenger trains to points east of Chambersburg and west of Greencastle.

Kauffman is a small village located on the Cumberland Valley Railroad between Chambersburg and Greencastle, about eight miles from the former and three miles from the latter place. It is also connected with Chambersburg and Greencastle by a trolley line that runs practically parallel to the Cumberland Valley Railroad the entire distance.

The village of Kauffman contains twenty-five houses and has a farming population within a radius of one mile from it of about one hundred and fifty to two hundred people. Prior to December 15, 1913, it was a passenger and freight station regularly in charge of an agent for a period of twenty-six years or more. During that time the said station was a flag stop for eight of the fourteen trains operated by the Cumberland Valley Railroad Company over its lines. It also maintained an express office and had a resident freight agent who took charge of all freight shipments to or from that point.

On December 15, 1913, Kauffman was discontinued as an agency station both for freight and passenger business, and since then has been continued wholly as a non-agency freight station. All inbound freight to the said station must now be prepaid and outbound freight must be billed through the agent at Greencastle, to whom the shipper can send his directions over the telephone of the Railroad Company free of charge.

The nearest passenger station now at Kauffman and vicinity is at Marion, which is two and one-half miles by public road and about two miles by trolley from Kauffman. The station at Marion is within comparatively easy reach of most of the Complainants since some of them live as near to it as to the former station at Kauffman, while the greater number of them can reach Marion in a few minutes by means of the trolley line.

There are two trains on the main line, and four on the South Penn Branch, east bound, that stop daily at Marion, to take on and let off passengers; and in addition to these six trains there are three more main line trains east bound, that stop to let off passengers. The west bound traffic has about the same number of trains available daily. Persons from Kauffman can also take trains at Chambersburg for points east and at Greencastle for points west by trolley, which makes comparatively close connection with a number of trains each way.

From facts submitted at the hearing it appears that the trolley line between Chambersburg and Greencastle has largely absorbed the passenger traffic between these towns and of all places lying intermediate. This is particularly true of Kauffman where the passenger receipts were gradually growing less until in the last few years the station was kept open, the earnings per month did not pay the cost of stopping one of the heavy trains used in that service.

In 1907 when the trolley road from Chambersburg to Greencastle was built the ticket receipts at Kauffman were \$1,647.67, a monthly average of \$137.50, of which the Cumberland Valley Railroad Company's share was \$129.99; in 1911 the receipts showed a monthly average for the Cumberland Valley Railroad Company of \$41.71; in 1912 the average was \$40.81; in 1913 to December 15th, the monthly average was \$37.02. It is contended that the cost each time of stopping one of the heavy trains on that road is from seventy-five cents to one dollar and twenty-five cents.

The Complainants concede that the earnings for passenger traffic are not sufficient to employ a ticket agent at Kauffman, and therefore they "do not insist that the station shall be maintained for purposes of local traffic." Their needs are answered if certain main line trains stop on signal at that point to take on passengers for points east of Chambersburg and west of Greencastle. For the purpose of stopping such trains, Complainants contend, a passenger agent would not be needed, and the Respondent would therefore not be put to any expense to furnish the desired accommodation.

The method suggested could not be defended as a safe rule to follow in practice. Any arrangement to stop some trains and not others without some one responsible in charge to supervise the work, would lead to confusion and trouble in the service. The traveling public would be given the control of the signals and it would naturally follow that wrong trains would be stopped and boarded, either through error or for the purpose of making better time. It would result in practically placing the operation of trains at the aforesaid station in the hands of the general public and tend to produce a situation that would sooner or later become intolerable.

The plan proposed by Complainants to secure certain trains for the passenger traffic makes no provision for express service, and seems to indicate that the removal of the express office from Kauffman did not prove of any great inconvenience to the people of that community. This apparent satisfaction with respect to express facilities may be accounted for by the fact that the trolley company has been regularly carrying express for that vicinity and may have given convenient and satisfactory service. Furthermore there is an express office at Marion which has shipping connections with several of the trains east and west bound at different hours of the day.

Freight is now received at Kauffman in carload and less than carload lots. Less than carload shipments are placed by the crew in the warehouse, and carload shipments are "loaded or unloaded from the cars direct by the shipper or consignee." Inbound freight must be prepaid and outbound freight is billed through the agent at Greencastle. Notice of the arrival of freight at Kauffman is received by telephone or mail from the agent at Greencastle.

The Complainants testified that they have found it very inconvenient to ship freight under the present arrangement; that there is a necessary delay in some instances when freight must be shipped prepaid; that it is not safe to receive anything that may be injured by the weather; that valuable freight is liable to damage since there is no one held responsible to receive it and protect it from injury or abuse; and that there are frequent delays in receiving notice of the arrival of the shipment.

The station building at Kauffman is owned by the Cumberland Valley Railroad Company and is now leased to a general store keeper, who, in consideration of the lease, locks the warehouse at night and opens it in the morning and furnishes the scales for weighing outbound freight and may offer such other freight facilities as he may care to render. But the store keeper is not employed by the Railroad Company, nor does he receive any kind of compensation from the Respondent, nor does he exercise any supervision or control over the freight business.

The evidence of the General Freight Agent of the Cumberland Valley Railroad contained the statement that the gross receipts from the freight business at Kauffman for one month were \$378.08, and for another month \$629.74, making an average of about \$5,000.00 a year. There were no figures submitted showing that the freight receipts were growing less in recent years; but it was shown that the volume of freight business handled was substantially the same when the agency was abolished at Kauffman as in 1904, nine years before. The agency station therefore was discontinued not because the freight receipts were diminishing at that point nor because the freight business proved to be the source of any additional expense in maintaining the station.

The principal item of expense sustained by the Railroad Company in maintaining an agency station at Kauffman was the salary paid to the agent which amounted, as salary and compensation, to \$26.80 a month for his services as passenger, express and freight agent. The other items of expense necessary for the upkeep of the station, such as the cost of providing and maintaining safety lamps and switch lights, are the same now as heretofore. The general expense of keeping up the property and the interest on the investment are of course substantially the same whether a place be maintained as an agency or non-agency station.

The record in this proceeding shows that the passenger receipts were falling off for some years and were gradually reaching a point when they were no longer regarded as sufficient to meet the cost of maintaining a ticket office. Under these circumstances it is not difficult to understand why the ticket office was closed, and the agency for passenger service discontinued; but it is not equally clear why the freight business, which had been fully holding its own and showing no signs of becoming less in volume, should be impaired in its local service when that change was made.

The method of handling a freight business of \$5,000 a year, especially where the method has been established for many years, should not be discontinued except for sufficient cause. Such a change should not be made merely to lessen the operating expenses of the carrier nor for the purpose of concentrating the business. Nor should it be discontinued because it was found necessary for lack of passenger receipts to close the

ticket office and discontinue the passenger traffic at a station. It should appear that it had to be done because the receipts from the freight department were growing less or the expenses for maintaining the freight service were becoming greater. As a matter of fact neither of these things took place in the freight business at Kauffman.

Under the conditions as they now exist at Kauffman Station it is reasonable to conclude that a freight agency could be maintained at that place at a nominal expense. The warehouse is leased to a party who was formerly agent at Kauffman and who is now occupying the building to conduct a general store. In view of his business relations with the Railroad Company, arrangements could be made with the storekeeper to take charge of the freight business for a comparatively small compensation, perhaps not exceeding fifteen dollars a month, or at least not for more than a proportional share of \$26.80, the amount formerly paid to the agent when he had charge of both the freight and passenger business.

It cannot be considered as unfair or unsound as a business proposition to ask the Railroad Company to assume an expense of about two hundred dollars per year for the purpose of protecting a business whose gross earnings amount to \$5,000 and upwards per annum. This is true more especially when such a small cost will establish a service which the community interested contends justly belongs to it and which it is seeking to have restored to it.

I am, therefore, of the opinion that a freight agency should be continued at Kauffman, and recommend that same be re-established by Respondent on or before July 15, 1914; and am further of the opinion that the request of the petitioners for certain passenger train service at Kauffman should be refused, and accordingly recommend that the petition for the said passenger service be dismissed.

ORDER.

The Commission concurs in the foregoing finding, determination and opinion of Commissioner Brecht, and it is accordingly ordered that the freight agency be continued at Kauffman, and that such agency be established by the Respondent on or before July 15, 1914; and it is further ordered that the application for the furnishing of passenger service at Kauffman be and the same hereby is dismissed.

COMPLAINT DOCKET NO. 149.

V. K. FREY
vs.
YORK WATER COMPANY.

} Excessive rates and payment of
bills in advance.

Filed February 6, 1914.—Dismissed June 3, 1914.

Complaint was made against increased rate for water service in the City of York, the Complainant being the owner of a number of small houses in that city. He also complained against the regulation of the company in requiring payment in advance for service, and in default thereof a penalty of five per cent. was added.

In answer, the Respondent Company admitted that it required the payment of its bills two months in advance and that in default thereof a penalty was imposed, but denied the allegation that the increased rates were unreasonable.

Under date of March 17, 1914, the Commission advised the Complainant that from the facts before it it was of the opinion that the rates complained of were not unreasonable or excessive, and that unless he could substantiate his complaint by proof, the case would be dismissed.

A hearing was held in Harrisburg, June 2, 1914, at which the Complainant was not present nor represented. The Respondent was represented by counsel.

After a full consideration of the testimony taken at the hearing and the other evidence on file in the case, the Commission directed that the case be dismissed as being without merit.

COMPLAINT DOCKET NO. 152.

EMPLOYEES OF UNITED STATES
NAVY YARD
vs.
PHILADELPHIA RAPID TRANSIT
COMPANY.

Routing of cars to Navy Yard.

Filed February 20, 1914.—Closed June 4, 1914.

A petition was filed by the Officers of the Association of Employees of the United States Navy Yard at Philadelphia, complaining of the inadequate service of the Respondent Company in handling traffic to and from the Navy Yard mornings and evenings.

The Respondent Company, in reply, stated that it appreciated the Navy Yard in the growth and development of the city; and that as the result of an investigation made, it had increased its car capacity over thirteen percent, which, in its judgment, would be sufficient to take care of the morning and evening rush.

A copy of this answer was forwarded to the Complainant, for comment.

Under date of June 8, 1914, the Respondent addressed to the Commission a communication quoting the following from a letter received by the Respondent:

"On behalf of the Department of Pennsylvania Army and Navy Union, U. S. A., I wish to extend our thanks to the Philadelphia Rapid Transit Company for the very excellent transportation facilities given Sunday, May 31st, at the Military Field Mass held at League Island Navy Yard by the Army and Navy Union. I assure you that the handling of the crowd by your Company was deeply appreciated.

"According to the official count at the Navy Yard gate there were over 85,000 people who attended the service and the handling of such a vast crowd was indeed a big undertaking. We have already started to formulate our plans for the service next year which I think will be held a few weeks earlier, probably the first Sunday in May, but the Philadelphia Rapid Transit Company will be advised in due form of the exact date and time."

It appearing that the services prayed for by the petitioners having been installed and no further advices having been received, the case was marked closed.

COMPLAINT DOCKET NO. 158.

H. A. BOSTDORFF
vs.
ALLENTOWN & READING TRACTION
COMPANY.

Alleged inadequate service and equipment.

Filed February 27, 1914.—Closed June 4, 1914.

The complaint alleged inadequate service and insanitary and dangerous condition of the equipment of the Respondent in the operation of its line between Allentown and Kutztown.

In its answer the Respondent Company admitted that two of the cars complained of were equipped only with hand brakes, but averred that a majority of the cars operated were equipped with air-brake appliances, and that it was in contemplation to replace the two cars complained of with modern cars. In reply to the allegation as to the insanitary condition of the cars the Respondent averred that its cars were swept every day and that it was using every endeavor to keep them in a sanitary condition.

A copy of the Respondent's answer was forwarded to the Complainant, and as no further advices were received, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 169.

<p>J. HOWARD SMALE vs. PHILADELPHIA AND READING RAIL- WAY COMPANY.</p>	}	<p>Alleged inadequate freight station facilities at North Eighth St., Reading.</p>
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Filed March 17, 1914.—Closed June 4, 1914.

The Complainant, as the owner of the Keystone Transfer Company, alleged the inadequacy of the Respondent's freight station on North Eighth Street in the City of Reading.

The Respondent, in answer, denied the material allegations of the complaint.

A copy of the answer of the Respondent was forwarded to the Complainant, and as no further advices were received from him, the case was marked closed for lack of prosecution.

COMPLAINT DOCKET NO. 201.

<p>JAMES BARR vs. PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Damage to farm lands by sparks from locomotives.</p>
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Filed May 5, 1914.—Closed June 4, 1914.

Complaint arose from the burning of timberland of the Complainant, alleged to have been caused by sparks thrown from the locomotives of the Respondent.

The Respondent, in answer, denied the alleged frequency of fires in the vicinity of the Complainant's land, but admitted that there had been one fire, the damage from which was slight. It also averred that every precaution was being taken to prevent fires, and that all their engines were equipped with standard spark arresters.

A copy of this answer was sent to the Complainant, who denied the statement contained in the answer, and demanded that he be awarded damages for the destruction of certain fences which he alleged had been burned as aforesaid.

The matter was carefully considered by the Commission, and the Complainant advised that it had no jurisdiction to adjudicate claims for damages. The case was accordingly closed.

COMPLAINT DOCKET NO. 207.

<p>DEAVES AND MOORE vs. SPRINGFIELD CONSOLIDATED WATER COMPANY.</p>	}	<p>Refusal to extend main to furnish service.</p>
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Filed April 24, 1914.—Closed June 4, 1914.

The Complainant erected three store rooms on Darby Road, in Lansdown, Delaware County, and obtained from the Respondent permits for three taps for water service, for which they paid the Respondent the regular fee, but when connection was to be made it was found that the Respondent had no mains upon this street upon which the aforesaid store rooms fronted. The Complainant alleged that

when this fact was brought to the attention of the Respondent it stated that a connection could be made if the Complainant put in a pipe from its main to the Complainant's property.

A copy of the complaint was forwarded to the respondent company, and upon receipt of advices from both parties to the complaint that the extension in question had been made, the case was marked closed.

COMPLAINT DOCKET NO. 204.

CHARLES F. FELIN & COMPANY	}	Removal of attachment to receiver
vs.		
THE BELL TELEPHONE COMPANY OF		
PENNSYLVANIA.		

of telephone.

Filed May 13, 1914.—Closed June 16, 1914.

Complaint was made that the Respondent Company had demanded the removal of an attachment which the Complainant had placed upon the telephone, claiming that it was a "foreign attachment" used in violation of the terms of the contract between the parties.

In answer, the Respondent averred that explanation had frequently been made to the Complainant of the the objection to the use of foreign attachments to its instruments, claiming that if promiscuously used the service of the company would be impaired.

After a full consideration of the facts before it, the Commission determined that the Respondent Company, in order to insure the proper transmission of messages, had the right to indicate what attachments, if any, should be placed upon its instruments.

The Complainant was advised of the decision of the Commission, and as no further advices were received, the case was closed.

COMPLAINT DOCKET NO. 165.

THOMAS C. BALDRIDGE	}	Alleged excessive toll charges.
vs.		
McKEESPORT & DUQUESNE BRIDGE		
COMPANY.		

Filed March 12, 1914.—Dismissed June 19, 1914.

The Complainant alleged excessive charges for automobiles over the bridge of the Respondent between McKeesport and Duquesne.

In answer, the Respondent Company denied the allegations that their rates were excessive, unreasonable or unjust.

A copy of this answer was forwarded to the Complainant, who, in reply, demanded that the Commission order a substantial reduction in the tolls in question.

Under date of April 23, 1914, the Respondent filed with the Commission a motion to postpone the proceedings, which was granted, averring that the bridge had been operated at a loss, the company never having declared a dividend; that the company was in negotiation with the County of Allegheny for the taking over of the bridge as a county bridge.

A hearing was held in Harrisburg, June 16, 1914, at which testimony was taken and is a part of the record in this case.

After full consideration of the testimony and the other evidence in the case, under date of June 19, 1914, the Commission rendered the following opinion and order:

OPINION.

Pennypacker, Commissioner:

It appearing that the bridge of the McKeesport and Duquesne Bridge Company, the Respondent, was erected in 1891, twenty-three years ago; that its present value is not less than \$175,100.00, exclusive of real estate by testimony valued at about \$18,000.00; that its entire net earnings during that whole intervening period amount to \$48,099.00, being less than three per cent. per annum upon the value of the bridge; that it has never paid a dividend to its stockholders; that for one year it was in the hands of a receiver; that it has a bonded indebtedness of \$150,000.00; that the tolls charged as to all vehicles except automobiles are less than those permitted by statute and an order of the Court of Quarter Sessions, and that the testimony as to the reasonableness of the tolls charged for automobiles is conflicting, it is the opinion of the Commission that the complaint has not been sustained and ought to be dismissed.

ORDER.

This case being at issue upon complaint and answers on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed of record a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

Now, to wit, June 19th, 1914, It is ordered: That the complaint in this proceeding be and it is hereby dismissed.

COMPLAINT DOCKET NO. 163.

W. H. SHARAH
vs.
BALTIMORE & OHIO RAILROAD
COMPANY.

} Alleged dangerous condition at
} Braddock Station.

Filed March 5, 1914.—Closed June 20, 1914.

Complaint alleged dangerous condition attending upon passengers boarding and leaving westbound trains at the station of the Respondent at Braddock.

In reply the Respondent Company stated that practical railroading would not permit the adoption of the suggestions made by the Complainant, and the Commission directed that a hearing be held in Pittsburgh before Commissioners Tone and Wallace. A hearing was held as directed and testimony taken, which is part of the record in this case.

After the hearing a communication was received from the Respondent Company stating that the recommendations of the Commission at the hearing that the tracks nearest the station be planked and that arrangements be made for the loading of passengers on the station side of the track had been adopted and the necessary physical work ordered to be commenced.

The cause of complaint having been thus removed, the case was marked closed.

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REPORT OF APPLICATIONS
FOR APPROVAL OF
MUNICIPAL CONTRACTS.



CERTIFICATES OF PUBLIC CONVENIENCE APPROVING CONTRACTS BETWEEN MUNICIPAL CORPORATIONS AND PUBLIC SERVICE COMPANIES ISSUED BETWEEN JULY 26, 1913 AND JUNE 30, 1914.

The following applications for Certificates of Public Convenience for the approval of contracts between municipal Corporations and Public Service Companies, under Section 11, of Article III, of the Act, were filed and determined by The Public Service Commission, between July 26, 1913, and June 30, 1914, inclusive, and except where otherwise noted, Certificates of Public Convenience were issued without a special Report and Order of the Commission:

- No. 1.—Schuylkill Light, Heat and Power Company—
Borough of Ashland—Opinion and Order.
- No. 2.—Philadelphia Company—
Borough of Trafford.
- No. 3.—Lebanon Valley Light Company—
Borough of Myerstown.
- No. 4.—Southern Heat, Light and Power Company—
Township of Baldwin.
- No. 5.—Duquesne Light Company—
Borough of Avalon.
- No. 6.—Duquesne Light Company—
Borough of North Braddock.
- No. 7.—Duquesne Light Company—
Borough of Whittaker.
- No. 8.—Duquesne Light Company—
Borough of Ben Avon.
- No. 9.—Pennsylvania Railroad Company—
City of Pittsburgh.
- No. 10.—Pennsylvania Railroad Company.
City of Pittsburgh.
- No. 11.—Pennsylvania Railroad Company—
City of Pittsburgh.
- No. 13.—A.—Lehigh Valley Transit Company—
Borough of South Bethlehem.
- No. 13.—B.—Easton Transit Company—
Borough of South Bethlehem.
- No. 14.—Pennsylvania Water Company—
Borough of Turtle Creek.
- No. 15.—Pennsylvania Water Company—
Borough of Turtle Creek.
- No. 16.—Pennsylvania Water Company—
Borough of Pitcairn.
- No. 18.—Southern Heat, Light and Power Company—
Crescent Township.
- No. 19.—Duquesne Light Company—
Borough of West View.

- No. 20.—Harwood Electric Company—
Borough of Freeland.
- No. 22.—Blossburg Electric Light and Power Company—
Borough of Blossbnrg.
- No. 23.—Harmony Water Company—
Borough of Ambridge.
- No. 24.—Lycoming Edison Company—
Borough of South Williamsport.
- No. 25.—Bethlehem Electric Light Company—
Borough of Bethlehem.
- No. 26.—Duquesne Light Company—
Borough of Braddock.
- No. 27.—Hanover Light, Heat and Power Company—
Borough of Littlestown.
- No. 28.—Philadelphia Subnrban Gas and Electric Company—
Borough of Pottstown.
- No. 29.—Eqnitable Gas Company—
Borough of Munhall.
- No. 30.—Pennsylvania Railroad Company and Cumberland Valley Railroad
Company—
City of Harrisbnrg.
- No. 31.—Cumberland Valley Railroad Company—
Township of Greene.
- No. 32.—Southern Heat, Light and Power Company—
Borough of Crafton.
- No. 33.—Edison Electric Company—
Borough of Mt. Joy.
- No. 36—A.—Pennsylvania Railroad Company—
County of Allegheny.
- No. 36—B.—Pennsylvania Railroad Company—
County of Allegheny.
- No. 37.—Uniontown Water Company—
Borough of Uniontown.
- No. 38.—The Philadelphia Electric Company—
City of Philadelphia.
- No. 39.—The Philadelphia Electric Company—
City of Philadelphia.
- No. 40.—The Philadelphia Electric Company—
City of Philadelphia.
- No. 41.—Bncks County Internrban Railway Company—
Borough of New Hope.
- No. 42.—Conewago Gas Company—
Borough of Spring Grove.
- No. 43.—American Electric Light and Power Company—
Borough of Catasauqua.
- No. 44.—Bethlehem Electric Light Company—
Connties of Northampton and Lehigh.
- No. 45.—Western New York and Pennsylvania Railroad Company—
Borough of Spartansbnrg.
- No. 46.—The Bell Telephone Company of Pennsylvania—
Borough of Mt. Wolf.
- No. 47.—The Bell Telephone Company of Pennsylvania—
Borough of Kingston.

- No. 48.—The Bell Telephone Company of Pennsylvania—
Borough of Dover.
- No. 49.—The Bell Telephone Company of Pennsylvania—
Borough of New Cumberland.
- No. 50.—Irwin Electric Light and Power Company—
Borough of Irwin.
- No. 51.—Harrisburg, Portsmouth, Mt. Joy & Lancaster Railroad Company and
the Pennsylvania Railroad Company, Lessee—
City of Harrisburg.
- No. 52.—United Electric Company—
Township of Lower Allen.
- No. 53.—Hanover Light, Heat and Power Company—
Borough of McSherrystown.
- No. 54.—Equitable Gas Company—
City of Pittsburgh.
- No. 55.—Equitable Gas Company—
City of Pittsburgh.
- No. 56.—Equitable Gas Company—
City of Pittsburgh.
- No. 57.—Equitable Gas Company—
City of Pittsburgh.
- No. 58.—Central District Telephone Company—
Borough of Greenville.
- No. 59.—Philadelphia Suburban Gas and Electric Company—
Township of Springfield, Montgomery County.
- No. 60.—Harmony Electric Company—
Borough of Ellwood City.—Opinion and Order.
- No. 61.—Peoples Light Company of Pittston—
Borough of Hughesstown.
- No. 62.—The Blossburg Electric Light and Power Company—
Borough of Covington.
- No. 63.—The Blossburg Electric Light and Power Company—
Borough of Covington.
- No. 64.—Relief Electric Light, Heat and Power Company—
Boroughs of Washington, East Washington, Cannonsburg.
- No. 65.—Port Clinton Light, Heat and Power Company—
Borough of Port Clinton.
- No. 66.—Westmoreland Electric Company—
Borough of South West Greensburg.
- No. 67.—The West Penn Electric Company—
Borough of New Eagle.
- No. 68.—The West Penn Electric Company—
Borough of Monessen.
- No. 69.—West Penn Light and Power Company—
Borough of Avonmore.
- No. 70.—Kiskiminetas Valley Electric Company—
Borough of Apollo.
- No. 71.—Central District Telephone Company—
Borough of Sewickley.
- No. 72.—Central District Telephone Company—
Borough of Sharpsburg.
- No. 73.—The Bell Telephone Company of Pennsylvania—
Borough of Myerstown.
- No. 75.—The Pennsylvania Railroad Company—
Borough of Springdale.

- No. 76.—The Pennsylvania Railroad Company—
Township of Lower Merion, Montgomery County.
- No. 77.—The Pennsylvania Railroad Company—
Borough of Mifflin.
- No. 78.—Manor Electric Company—
Borough of Manor.
- No. 79.—Shenango Valley Electric Light Company—
Borough of Sharon.
- No. 80.—Sharpsville Electric Light Company—
Borough of Sharpsville.
- No. 81.—Sharpsville Electric Light Company—
Borough of Sharpsville.
- No. 84.—The Central District Telephone Company.
Borough of Baden.
- No. 85.—Wilkes-Barre Light Company—
City of Wilkes-Barre.
- No. 86.—Citizens Water Company—
Borough of East Washington.
- No. 87.—Pittsburgh, Harmony, Butler & New Castle Railway Company—
Township of Big Beaver, Beaver County.
- No. 88.—Pittsburgh, Harmony, Butler & New Castle Railway Company—
Borough of Homewood.
- No. 89.—Pennsylvania Company—
Borough of Ambridge.
- No. 90.—Albion Light and Power Company—
Borough of Albion.
- No. 91.—Bessemer and Lake Erie Railroad Company—
County of Allegheny.
- No. 92.—Pittsburgh, Harmony, Butler and New Castle Railway Company—
Borough of Koppel.
- No. 93.—Counties Gas and Electric Company—
Borough of Schwenksville.
- No. 94.—Duquesne Light Company—
City of McKeesport.
- No. 95.—Crescent Light Company—
Township of Crescent.
- No. 96.—Lock Haven Electric Light and Power Company—
Township of Castanea, Clinton County.
- No. 97.—Lock Haven Electric Light and Power Company—
County of Clinton.
- No. 98.—Edison Electric Company—
Borough of Elizabethtown.
- No. 99.—Heidelberg Electric Light, Heat and Power Company—
Borough of Robesonia.
- No. 100.—Pennsylvania Railroad Company—
Borough of Wilmerding.
- No. 101.—The Bell Telephone Company of Pennsylvania—
Borough of West Chester.
- No. 102.—Panther Valley Electric Light, Heat and Power Company—
Borough of Summit Hill.
- No. 103.—Citizens Electric Illuminating Company—
City of Pittston.—Opinion and Order.
- No. 105.—Eastern Pennsylvania Light, Heat and Power Company—
Township of Conyngham.
- No. 106.—New Castle Electric Company—
City of New Castle.

- No. 107.—The Shenango Valley Electric Light Company—
Borough of Farrell.
- No. 108.—Allenport and Roscoe Electric Street Railway Company—
East Pike Run Township, Washington County.
- No. 109.—Versailles Fuel Gas Company—
City of McKeesport.
- No. 110.—The Bell Telephone Company of Pennsylvania—
Township of Haverford, Delaware County.
- No. 111.—Pennsylvania Railroad Company—
Borough of Wilkensburg.
- No. 112.—Philadelphia, Baltimore & Washington Railroad Company, et al—
City of Philadelphia.
- No. 113.—Butler Light, Heat and Motor Company—
Borough of Butler.
- No. 114.—Pennsylvania Railroad Company—
Borough of Pottstown.
- No. 115.—Philadelphia & Reading Railway Company—
Borough of Pottstown.
- No. 116.—Luzerne County Gas and Electric Company—
Borough of Dorranceton.
- No. 117.—Luzerne County Gas and Electric Company—
Borough of Luzerne.
- No. 118.—Luzerne County Gas and Electric Company—
Borough of Dallas.
- No. 119.—The West Penn Electric Company—
Borough of Roscoe.
- No. 120.—The West Penn Electric Company—
Borough of South Brownsville.
- No. 121.—The West Penn Electric Company—
Borough of Coal Centre.
- No. 122.—Westmoreland Electric Company—
Borough of Greensburg.
- No. 123.—Elizabethtown and Deodate Street Railway Company—
Borough of Elizabethtown.
- No. 124.—Elizabethtown and Deodate Street Railway Company—
Township of Mt. Joy, Lancaster County.
- No. 125.—Elizabethtown and Deodate Street Railway Company—
Township of Conewago, Dauphin County.
- No. 126.—Deodate and Hershey Street Railway Company—
Township of Conewago, Dauphin County.
- No. 127.—Deodate and Hershey Street Railway Company—
Township of Derry, Dauphin County.
- No. 128.—The Pittsburgh, Bessemer and Lake Erie Railroad Company—
Township of West Deer, Allegheny County.
- No. 129.—The Pittsburgh, Bessemer and Lake Erie Railroad Company—
Township of West Deer, Allegheny County.
- No. 130.—The Pittsburgh, Bessemer and Lake Erie Railroad Company—
Township of West Deer, Allegheny County.
- No. 131.—The Pittsburgh, Bessemer and Lake Erie Railroad Company—
Township of West Deer, Allegheny County.
- No. 132.—The Pittsburgh, Bessemer and Lake Erie Railroad Company—
Township of Clinton, Butler County.
- No. 133.—The Bell Telephone Company of Pennsylvania—
Borough of Dorranceton.
- No. 134.—The Bell Telephone Company of Pennsylvania—
Borough of Lehighton.

- No. 135.—The Bell Telephone Company of Pennsylvania—
Borough of Austin.
- No. 136.—Annville and Palmyra Electric Light Company—
Borough of Palmyra.
- No. 137.—Reading Transit and Light Company—
City of Lebanon.
- No. 138.—London Grove Township Light Company—
Township of London Grove, Chester County.
- No. 139.—East Marlborough Township Light Company—
Township of East Marlborough, Chester County.
- No. 140.—New Garden Township Light Company—
Township of New Garden, Chester County.
- No. 141.—Kennett Township Light Company—
Township of Kennett, Chester County.
- No. 142.—West Grove Borough Light Company—
Borough of West Grove, Chester County.
- No. 143.—Avondale Borough Light Company—
Borough of Avondale, Chester County.
- No. 144.—Wellsboro Water Company—
Borough of Wellsboro.
- No. 145.—Kittanning Electric Light Company—
Borough of Kittanning.
- No. 146.—Edison Light and Power Company—
Borough of Hallam.
- No. 147.—Pennsylvania Railroad Company—
City of Erie.
- No. 148.—Harrisburg Light and Power Company—
City of Harrisburg.
- No. 149.—R. B. Myers—
Borough of Arendtsville.
- No. 150.—Pennsylvania Railroad Company—
Borough of Wilmerding.
- No. 151.—George B. Gayley, et al.—
Borough of Wampum.
- No. 152.—Harrisburg Light and Power Company—
Borough of Dauphin.
- No. 153.—Philadelphia & Western Railway Company—
Township of Haverford, Delaware County.

DISPOSITION BY THE COMMISSION OF APPLICATIONS FOR CERTIFICATES OF PUBLIC CONVENIENCE UNDER ITS MUNICIPAL CONTRACT DOCKET.

MUNICIPAL CONTRACT DOCKET NO. 1.

SCHUYLKILL LIGHT, HEAT & POWER COMPANY and BOROUGH OF ASHLAND.	}	In re petition of Schuylkill Light, Heat and Power Company for approval of an Ordinance of the Borough of Ashland.
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OPINION AND ORDER.

Commissioner Pennypacker:

The Schuylkill Light, Heat & Power Company, a corporation of the State of Pennsylvania, presented August 19th, 1913, its petition asking for the approval by The Public Service Commission of an ordinance of the Borough of Ashland granting it the right to enter upon the streets and highways of the Borough with poles and wires for the purpose of the distribution of light, heat and power, and for the purpose of altering, inspecting and repairing its system of distribution.

The ordinance enacted by the Borough Councils and approved by the Chief Burgess, August 11th, 1913, provided in substance that the petitioner should be granted the right to enter upon the streets of the Borough with poles and wires, doing as little damage as practicable, subject to the regulations of Councils with respect to grades, travel and wires and poles; that the system should be in operation within one year; that light should be furnished to certain Departments of the Borough free or charge under the penalty of forfeiture provided that if similar rights should thereafter be granted to another Company the petitioner should only be required to do half of the free lighting; that the petitioner should pay such tax per pole per annum "as is paid by any other Company" and paint the poles; that the petitioner should begin operations within three months and file a bond in \$1,000.00 to be forfeited upon failure so to begin; and that the petitioner should within thirty days file an acceptance in writing and pay all expenses. The petitioner filed the bond and acceptance September 10th, 1913.

After the presentation of this petition, a protest against the approval of the ordinance and contract was filed by the Eastern Pennsylvania Light, Heat & Power Company. The allegations of this protest were substantially as follows: The protestant was originally incorporated September 13th, 1906, as the Palo Alto Light, Heat & Power Company, which name was subsequently changed. The Edison Electric Illuminating Company of Ashland was incorporated April 17th, 1884, for the purpose of supplying light, heat and power to the public in that Borough and to corporations and individuals there residing, and in adjacent territory. This corporation was later merged with the protestants. This corporation, until the merger, and since the merger the protestant, has, since its organization, supplied light, heat and power to Ashland. The protestant has a pole line nine and a half miles in length, a brick building 71½ feet long and 63 feet wide with boilers, engines, generators and the necessary equipment. Its plant is adequate to supply all demands. The population of Ashland is about sixty-eight hundred and fifty persons. The rates heretofore charged which are set forth in detail are alleged to be just and reasonable and are practically those in force by electric light companies in the State. It is further alleged that there is no necessity for two electric light companies in Ashland and not enough business to warrant their existence in such a way as to give good service.

From the testimony presented at the hearing, the following facts are found:

The Eastern Pennsylvania Light, Heat & Power Company has an adequate plant and has been furnishing electric light to private consumers in all parts of Ashland. It has twenty-three miles of wire and five hundred and fourteen poles erected. It has an existing contract with Ashland for the Borough lighting executed in 1908 for a term of ten years. A few complaints, not very serious, have been made with respect to the efficiency of the service, amounting to fifteen in two months

time. The plant is in a position to render, and does render a complete and sufficient electric light and power service to the Borough. No ordinance has been passed by Councils giving this corporation authority to put wires and poles through the streets of the Borough, but they had been erected for many years without objection, and their existence had been recognized by the Borough in making the contract. The charge to the Borough was \$85.00 per lamp for each year. The protestant offered to furnish light to the Borough of Centralia for \$60.00 per lamp per year, and furnish the light to Frackville and Girardville at that rate. Fifteen years ago there had been two companies furnishing light in Ashland, one to the municipality and one to the citizens, but both had been bought out by the protestant.

The facts in this application raise clearly a question of much importance for the first time in the experience of this Commission. A light and power company which has occupied the streets of a municipality with its poles and wires for twenty-nine years, which has during that time served the community upon the whole with approval; has a plant and facilities which enable it to render adequate and proper service. A light, heat and power company which has no plant, but which has associations with a trolley company whose track runs through the municipality proposes to extend another set of poles and wires through the streets not occupied by the trolley company. An ordinance granting these privileges has been passed and approved by the proper municipal authorities and accepted by the corporation. No doubt it is the expectation of the municipality that by reason of the competition in this way introduced, a lesser rate for service will be secured.

Section 11 of Article III of the Act of July 26th, 1913, provides that "no contract or agreement between a public service company and any municipal corporation shall be valid unless approved by the Commission," and Section 2 of Article III of the same Act provides that "upon the approval of the Commission evidenced by its Certificates of Public Convenience first had and obtained, and not otherwise, it shall be lawful for any proposed public service company (b) to begin the exercise of any right, power, franchise or privilege under any ordinance, municipal contract or otherwise."

It is plain that the approval by the Commission and the giving of its Certificates of Public Convenience involves the determination by the Commission that the carrying into effect of the proposed contract would be for the benefit of the public. Does it appear that the approval of this contract would result in such benefit? The passage of the Act of July 26th, 1913, and of similar Acts in nearly all of the other States indicates a general judgment that a reliance upon competition between public service companies for securing adequate service and proper rates has not been successful and that hereafter supervision by properly constituted authorities is to be substituted. Long experience has shown that while the temporary effect of competition between public utilities occupying the same territory is to secure lower rates, the final result is likely to be the absorption of one by the other and then an increase of rates to pay the expense of the warfare. The experience of Ashland which once had two or three competitive companies all of them absorbed by the strongest is an illustration. The municipality in the case of companies furnishing light is burdened with the inconvenience and difficulties which arise from the presence of duplicated poles and wires and finally has to pay at least a reasonable return upon the increased capital required by such duplication. The question always is by what means can the public convenience be best served. It may well be that occasions will arise when because of some fundamental defect in the service by the company in the occupancy of the territory due to inadequacy of plant, want of financial strength, or some other reason, the public would be benefitted by the introduction of a competing company. Such cases can be determined upon their own merits when they arise. No such difficulties are met with in the present case. The Eastern Pennsylvania Light, Heat & Power Company has occupied the same territory for twenty-nine years. Its plant is adequate. It has supplied the municipality and the people during the entire period with comparatively little complaint. Should its rates be unreasonable, discriminatory or unduly burdensome it is always within the power of the Commission upon proper complaint to control them and afford relief.

The Commission is of the opinion that the introduction into the municipality of the poles and wires of a second company organized for purposes of competition would be at least of doubtful utility. The approval of the ordinance is therefore withheld and the application for its approval is dismissed.

ORDER.

And now, to wit, April 9th, 1914, the finding, determination, opinion and order made by Commissioner Pennypacker withholding the approval of the said ordinance contract between Schuylkill Light, Heat & Power

Company and the Borough of Ashland and dismissing the application for its approval is concurred in, ratified and confirmed, and made the finding, determination, opinion and order of the Commission and shall be filed as such by the Secretary.

This case has been appealed to the Court of Common Pleas of Dauphin County to No. 55, Commonwealth Docket, 1914.

No decision has as yet been rendered by said Court.

MUNICIPAL CONTRACT DOCKET NO. 2.

In the matter of the application of the Philadelphia Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Trafford, granting the right and privilege to the said Company to construct, maintain, operate and finally remove a pipe line for the purpose of transporting gas over a viaduct in said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Philadelphia Company, by petition in writing for the approval of a certain written contract, dated the 13th day of August, 1913, between the Borough of Trafford and the said Company, and supplemental resolution of the said Borough, passed the 2nd day of February, 1914, with acceptance thereof by said Company, dated the 5th day of February, 1914, granting the right and privileges to the said Company to construct, maintain, operate and finally remove a pipe line for the purpose of transporting gas over a viaduct in said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of February, 1914, approves the said contract, supplemental resolution and acceptance hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 3.

In the matter of the application of the Lebanon Valley Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract for lighting the streets of the Borough of Myerstown, Lebanon County, Pennsylvania.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lebanon Valley Electric Light Company, by petition in writing, for the approval of a certain written contract, dated the 19th day of September, 1913, between Lebanon Valley Electric Light Company and the Borough of Myerstown, Lebanon County, Pennsylvania, for lighting the streets of the said Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 2nd day of December, 1913, approves the said contract hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 4.

In the matter of the application of Southern Heat, Light and Power Company, of Allegheny County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract, as evidenced by an Ordinance and Resolution of the Township of Baldwin, Allegheny County, Pennsylvania, accepted by said Company, granting the right and privilege of constructing, operating and maintaining wires, poles, etc., in said Township.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Southern Heat, Light and Power Company, of the County of Allegheny, State of Pennsylvania, by petition in writing, for the approval of a certain written contract, between the Commissioners of Baldwin Township and said Company, as evidenced by an Ordinance of said Township, ordained and enacted the 6th day of August, 1913, and accepted by said Company the 3rd day of September, 1913, with supplemental resolution attached, ordained and enacted the 5th day of November, 1913, by said Township, and accepted by said Company the 13th day of November, 1913, granting unto the said Southern Heat, Light and Power Company the right and privilege to construct, operate and maintain poles, wires and other devices within the said Township of Baldwin, for the purpose of conducting electricity through the said Township.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1913, approved the said contract as evidenced by the certified copy of said ordinance and of said resolution and of said acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 5.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Borough of Avalon, Allegheny County, for lighting the streets of the aforesaid Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Duquesne Light Company, by petition in writing of a certain written contract, dated the 4th day of September, 1913, with supplement thereto as evidenced by a resolution of the said Borough, dated the 6th day of November, 1913, and acceptance of said resolution, dated the 16th day of November, 1913, between the said Duquesne Light Company and the Borough of Avalon, for lighting the streets of the said Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract with supplements, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 6.

In the matter of the application of Duquesne Light Company, of Allegheny County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Borough of North Braddock, Allegheny County, Pennsylvania, and said Company, for lighting the streets of said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Duquesne Light Company, of Allegheny County, Pennsylvania, by petition in writing, for the approval of a certain written contract, between the Borough of North Braddock and said Company, as evidenced by an Ordinance of said Borough, dated the 8th day of July, 1913, accepted by said Company the 28th day of July, 1913, and by supplemental Ordinance attached, dated the 7th day of November, 1913, accepted by said Company the 13th day of November, 1913, for the lighting of the streets of the said Borough of North Braddock for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1913, approves the said contract, as evidenced by the copies of said original and supplemental Ordinances and acceptances hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 7.

In the matter of the application of Duquesne Light Company, of Allegheny County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract for lighting the streets of the Borough of Whittaker, Allegheny County, Pennsylvania

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Duquesne Light Company, of Allegheny County, Pennsylvania; by petition in writing, for the approval of a certain written contract, dated the 29th day of July, 1913, with attached resolution of the Borough of Whittaker, dated the 8th day of November, 1913, and acceptance thereof by the Duquesne Light Company, dated the 13th day of November, 1913, between the Duquesne Light Company, of the County of Allegheny, State of Pennsylvania, and the Borough of Whittaker, County and State aforesaid, said resolution and acceptance being made part of said contract, for lighting the streets and highways of said Borough, for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1913, approves the said contract with supplemental resolution and acceptance hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 8.

In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Ben Avon, Allegheny County, for lighting the streets of the aforesaid Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Duquesne Light Company, by petition in writing, for the approval of a certain written contract, dated the 9th day of September, 1913, and supplements thereto as evidenced by a resolution of the Borough of Ben Avon, dated the 9th day of December, 1913, and acceptance of said resolution, dated the 16th day of December, 1913, between the said Duquesne Light Company and the Borough of Ben Avon, for lighting the streets of the said Borough for the period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract with supplements hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 9.

In the matter of the application of the Pennsylvania Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for extending tracks of railroads over and above Sandusky and Anderson Streets, erection of freight station over and above Sandusky and North Canal Street, changing grades of said streets, providing for paying of costs, damages, etc.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company, by petition in writing, for the approval of a certain written contract, dated the 4th day of December, 1913, between the said Pennsylvania Railroad Company and the City of Pittsburgh, for extending tracks of railroads over and above Sandusky and Anderson Streets, erection of freight station over and above Sandusky and North Canal Streets, changing grades of said streets, providing for payment of costs, damages, etc.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 10-11.

PENNSYLVANIA RAILROAD COMPANY
and
CITY OF PITTSBURGH.

On October 14th, 1913, two applications were filed for the approval of contracts between the Pennsylvania Railroad Company and the City of Pittsburgh, granting to the City the right to construct and maintain water mains along the right of way of the Company on certain streets of the City.

These applications were withdrawn on September 25th, 1914, and no further action was therefore required by the Commission.

MUNICIPAL CONTRACT DOCKET NO. 13-A.

In the matter of the application of the Lehigh Valley Transit Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Borough of South Bethlehem and said Company, to construct and operate a Diamond Switch on Third Street, said Borough, and to connect and operate over the tracks of the Easton Transit Company, etc.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lehigh Valley Transit Company, by petition in writing, for the approval of a certain written contract, as evidenced by an Ordinance of the Borough of South Bethlehem, dated the 10th day of September, 1913, accepted by said Company on the 27th day of September, 1913, and supplemental Ordinance attached, dated the 5th day of November, 1913, accepted by said Company the 11th day of November, 1913, granting the right and permission to the said Lehigh Valley Transit Company to construct and operate a Diamond Switch on Third Street, and to connect and operate over the tracks of the Easton Transit Company, in said Borough of South Bethlehem.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1913, approves the said contract, as evidenced by the copies of said Ordinance and supplemental Ordinance and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 13-B.

In the matter of the application of Easton Transit Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the Borough of South Bethlehem and said Company, authorizing the Easton Transit Company to extend its tracks over certain streets, connect and operate over the tracks of Lehigh Valley Transit Company, etc.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Easton Transit Company, by petition in writing, for the approval of a certain written contract, as evidenced by an Ordinance of the Borough of South Bethlehem, dated the 10th day of September, 1913, accepted by said Company on the 27th day of September, 1913, and supplemental Ordinance attached, dated the 5th day of November, 1913, accepted by said Company the 11th day of November, 1913, granting the right and permission to the Easton Transit Company to extend its tracks over certain streets of said Borough of South Bethlehem, and to connect its tracks with the tracks of the Lehigh Valley Transit Company, and to operate its cars over the tracks of the said Lehigh Valley Transit Company, etc.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1913, approves the said contract, as evidenced by the copies of said Ordinance and supplemental Ordinance and acceptance hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 14.

In the matter of the application of Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Turtle Creek, Allegheny County, Pennsylvania, for furnishing water for fire protection to the aforesaid Borough for a period of ten years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, by petition in writing, for the approval of a certain written contract, dated the 9th day of October, 1913, with supplements thereto, as evidenced by a resolution of the Borough of Turtle Creek, dated the 1st day of December, 1913, and acceptance of said resolution, dated the 11th day of December, 1913, between the said Pennsylvania Water Company and the Borough of Turtle Creek, Allegheny County, Pennsylvania, for furnishing water for fire protection to the aforesaid Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract with supplements, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 15.

In the matter of the application of Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Turtle Creek, Allegheny County, Pennsylvania, for furnishing water for washing and sprinkling the streets of the aforesaid Borough for a period of ten years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Pennsylvania Water Company, by petition in writing, for the approval of a certain written contract, dated the 9th day of October, 1913, with supplements thereto, as evidenced by resolution of the Borough of Turtle Creek, dated the 1st of December, 1913, and acceptance of said resolution, dated the 11th day of December, 1913, between the said Pennsylvania Water Company and the Borough of Turtle Creek, Allegheny County, Pennsylvania, for furnishing water for washing and sprinkling the streets of the aforesaid Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract with supplements, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 16.

In the matter of the application of the Pennsylvania Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Borough of Pitcairn, Allegheny County, Pennsylvania, for furnishing water for fire protection for the aforesaid Borough for a period of ten years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Water Company, by petition in writing, for the approval of a certain written contract, dated the 9th day of October, 1913, with supplements thereto, as evidenced by resolution of the Borough of Pitcairn, dated the 21st day of November, 1913, and acceptance of said resolution, dated the 11th day of December, 1913, between the said Pennsylvania Water Company and the Borough of Pitcairn, for furnishing water for fire protection to the aforesaid Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract with supplements, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 18.

SOUTHERN HEAT, LIGHT AND POWER
COMPANY
and
TOWNSHIP OF CRESCENT.

Application was filed with the Commission on October 14th, 1913, for the approval of a contract between the Southern Heat, Light and Power Company and the Township of Crescent, granting to the Company the right to construct and operate poles, wires, etc., within said Township for the purpose of supplying light, heat and power.

On January 8th, 1914, the application was withdrawn and no further action was therefore required by the Commission.

MUNICIPAL CONTRACT DOCKET NO. 19.

In the matter of the application of Duquesne Light Company, of Allegheny County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract with the Borough of West View, Allegheny County, Pennsylvania, for lighting the streets of the said Borough of West View, Allegheny County.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Duquesne Light Company, of Allegheny County, Pennsylvania, by petition in writing, for the approval of a certain written contract, dated the 18th day of August, 1913, with attached resolution of the Borough of

West View, dated the 7th day of November, 1913, and acceptance thereof by the Duquesne Light Company, dated the 13th day of November, between the Duquesne Light Company, of said County and State, and the Borough of West View, County and State aforesaid, for furnishing electric current for lighting the streets of said Borough, for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 18th day of November, 1913, approves the said contract as evidenced by the written articles of agreement and certified copy of said resolution and acceptance hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 20.

In the matter of the application of Harwood Electric Company, under Section 11, Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Freeland, for lighting the streets of said Borough.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Harwood Electric Company, by petition in writing, for the approval of a certain written contract, dated the 4th day of August, 1913, and supplement thereto as evidenced by a resolution of the Borough of Freeland, dated the 1st day of December, 1913, between the said Harwood Electric Company and the Borough of Freeland, Luzerne County, Pennsylvania, for lighting the streets of said Borough, for the period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby on the 17th day of December, 1913, approves the said contract with supplement, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 22.

In the matter of the application of Blossburg Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, of Article V, of The Public Service Company Law, for approval of contract with the Borough of Blossburg, Tioga County, Pennsylvania.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Blossburg Electric Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 29th day of October, 1913, between the Borough of Blossburg, Tioga County, Pennsylvania, and the Blossburg Electric Light and Power Company, of said Borough and State, and an addition or supplement thereto, dated the 12th day of November, 1913, for the furnishing and maintaining of electric lighting of the streets of the said Borough, for the term of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of November, 1913, approved the said contract hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 23.

In the matter of the application of Harmony Water Company and Borough of Ambridge, Beaver County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Borough, for the sale of the water plant of the aforesaid Company to the aforesaid Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Harmony Water Company and the Borough of Ambridge, Beaver County, Pennsylvania, by petition in writing, for the approval of a certain written contract, dated the 10th day of November, 1913, and supplement thereto, dated the 26th day of November, 1913, between the said Harmony Water Company and the Borough of Ambridge, for the sale of the water plant of the aforesaid Company to the aforesaid Borough, said sale evidenced by certified copies of deed, dated November 10th, 1913, and bill of sale, dated November 10th, 1913.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of December, 1913, approves the said contract as evidenced by the written articles of agreement and certified copies of deed and bill of sale, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 24.

In the matter of the application of Lycoming Edison Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South Williamsport, for lighting the streets of the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lycoming Edison Company, by petition in writing, for the approval of a certain written contract, dated the 11th day of November, 1913, and supplement thereto of same date, between the said Lycoming Edison Company and the Borough of South Williamsport, for lighting the streets of the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1913, approves the said contract with supplement, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 25.

In the matter of the application of Bethlehem Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Bethlehem, for lighting the streets of the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Bethlehem Electric Light Company, by petition in writing, for the approval of a certain written contract, dated the 25th day of October, 1913,

and supplement thereto, as evidenced by a resolution of the Borough of Bethlehem, dated the 8th day of December, 1913, with acceptance of said resolution by the Bethlehem Electric Light Company, dated the 9th day of December, 1913, between the said Bethlehem Electric Light Company and the said Borough of Bethlehem, for lighting the streets of the aforesaid Borough for the period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1913, approves the said contract with supplemental resolutions and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 26.

<p>In the matter of the application of Duquesne Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for approval of a contract between said Company and the Borough of Braddock, Allegheny County, Pennsylvania, for lighting the streets of the said Borough.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Duquesne Light Company, by petition in writing, for the approval of a certain written contract, dated the 1st day of November, 1913, and supplement thereto, as evidenced by a resolution of the Borough of Braddock, dated the 6th day of November, 1913, with acceptance of said resolution by the Duquesne Light Company, dated the 13th day of November, 1913, between the Duquesne Light Company and the Borough of Braddock, Allegheny County, Pennsylvania, for lighting the streets of the aforesaid Borough, for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1913, approves the contract with supplemental resolution and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 27.

<p>In the matter of the application of Hanover Light Heat and Power Company and Borough of Littlestown, Adams County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Borough for lighting the streets of the aforesaid Borough.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Hanover Light, Heat and Power Company and the Borough of Littlestown, Adams County, Pennsylvania, by petition in writing, for the approval of a certain written contract, dated the 23rd day of October, 1913, and

supplement thereto, dated the 11th day of December, 1913, between the said Hanover Light, Heat and Power Company and the Borough of Littlestown, for lighting the streets of the said Borough for the period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of December, 1913, approves the said contract with supplement, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 28.

In the matter of the application of the Philadelphia Suburban Gas and Electric Company and Borough of Pottstown, Montgomery County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Borough for lighting the streets of the aforesaid Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Philadelphia Suburban Gas and Electric Company and the Borough of Pottstown, Montgomery County, Pennsylvania, by petition in writing for the approval of a certain written contract, dated the 4th day of December, 1913, between the said Philadelphia Suburban Gas and Electric Company and the Borough of Pottstown for lighting the streets of the said Borough for the period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 29.

In the matter of the application of Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Munhall, Allegheny County, for furnishing natural gas to said Borough for use at its garbage plant, in Mifflin Township, Allegheny County.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 17th day of December, 1913, between the said Equitable Gas Company and the Borough of Munhall, Allegheny County, for furnishing natural gas to said borough for use at its garbage plant in Mifflin Township, Allegheny County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 30.

In the matter of the application of the Pennsylvania Railroad Company, Cumberland Valley Railroad Company and the City of Harrisburg, Dauphin County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Companies and City for the construction of subways at Front and Mulberry and Second and Mulberry Streets, Harrisburg; payment by Companies of said construction, damages and \$25,000.00 in cash to City of Harrisburg, vacating Meadow Lane, Bucher, Cox Streets, and parts of Third, Mulberry, Court, River and Mary Streets, Harrisburg; permitting said streets to be occupied with freight station, railroad tracks, etc.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company, Cumberland Valley Railroad Company and the City of Harrisburg, Dauphin County, Pennsylvania, by petition in writing, for the approval of a certain written contract, dated the 29th day of November, 1913, between the said Pennsylvania Railroad Company, Cumberland Valley Railroad Company and the City of Harrisburg, for the construction of subways at Front and Mulberry and Second and Mulberry Streets, Harrisburg; payment by companies of said construction, damages and \$25,000.00 in cash to City of Harrisburg; vacating Meadow Lane, Bucher, Cox Streets, and parts of Third, Mulberry, Court, River and Mary Streets, Harrisburg; permitting said streets to be occupied with freight station, railroad tracks, etc.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 31.

In the matter of the application of Cumberland Valley Railroad Company and the Supervisors of Greene Township, Franklin County, Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Township for construction of a bridge and subway at Long's Crossing.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Cumberland Valley Railroad Company and the Township of Greene, Franklin County, Pennsylvania, by petition in writing, for the approval of a certain written contract, dated the 6th day of December, 1913, between the said Cumberland Valley Railroad Company and the Township of Greene, for the construction of a bridge and subway at Long's Crossing.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of January, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 32.

In the matter of the application of the Southern Heat, Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Crafton, for lighting the streets of the Borough for a period of two years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Southern Heat, Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 18th day of December, 1913, between the said Southern Heat, Light and Power Company and the Borough of Crafton, Allegheny County, for lighting the streets of the Borough for a period of two years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 33.

In the matter of the application of the Edison Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Mount Joy, for lighting the streets of the Borough for a period of two years, with privilege to the Borough of eight years extension.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Edison Electric Company, by petition in writing, for the approval of a certain written contract, dated the 5th day of November, 1913, between the said Edison Electric Company and the Borough of Mount Joy, for the lighting of the streets of the Borough for a period of two years, with the privilege to the Borough of eight years extension.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of January, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 36-A.

In the matter of the application of the Pennsylvania Railroad Company and the County of Allegheny, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and said County for relocation of a portion of a public road or street extending from the Duquesne and McKeesport bridge in the Borough of Duquesne to a point about 400 feet westwardly from the easterly borough line of the Borough of Dravosburg.

CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and the County of Allegheny, by petition in writing for the approval of a certain written contract, dated the 23rd day of September, 1913, between the said Pennsylvania Railroad Company and the County of Allegheny, for the relocation of a public road or street extending from the Duquesne and McKeesport bridge in the Borough of Duquesne to a point about 400 feet westwardly from the easterly borough line of the Borough of Dravosburg.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of January, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 36-B.

In the matter of the application of the Pennsylvania Railroad Company and the County of Allegheny under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a supplemental contract between said Company and the said County for relocation of a portion of a public road and abolition of grade crossings thereon extending from the Duquesne and McKeesport bridge, in the Borough of Duquesne, to a point about 400 feet westwardly from the easterly borough line of the Borough of Dravosburg.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to the Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and County of Allegheny, by petition in writing, dated the 13th day of May, 1914, for the approval of a certain supplemental contract, dated the 12th day of May, 1914, between the said Pennsylvania Railroad Company and the County of Allegheny, for relocation of a portion of a public road and abolition of grade crossings thereon, extending from the Duquesne and McKeesport bridge, in the Borough of Duquesne, to a point about 400 feet westwardly from the easterly borough line of the Borough of Dravosburg.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of May, 1914, approves the said contract, and authorizes the abolition of the grade crossings and the relocation of the road, in conformity with the plans and specifications hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 37.

In the matter of the application of the Uniontown Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Uniontown, for furnishing water for fire protection, street lighting and sewer flushing to the Borough, fixing rates for public buildings and private consumers for a period of three years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Uniontown Water Company, by petition in writing for the approval of a certain written contract, dated the 31st day of December, 1913, between the said Uniontown Water Company and the Borough of Uniontown for furnishing water for fire protection, street lighting and sewer flushing to the Borough, fixing rates for public buildings and private consumers for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience, or safety of the public, and accordingly, hereby, on the 3rd day of February, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 38.

In the matter of the application of The Philadelphia Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Philadelphia, for lighting the streets, avenues, etc., of the City during the year 1914.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Philadelphia Electric Company, by petition in writing, for the approval of a certain written contract, dated the 31st day of December, 1913, between the said Philadelphia Electric Company and the City of Philadelphia, for lighting the streets, avenues, etc., of the city during the year 1914.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 39.

In the matter of the application of The Philadelphia Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Philadelphia, for lighting the parks and play grounds of the City during the year 1914, as required by the Board of Recreation.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Philadelphia Electric Company, by petition in writing, for the approval of a certain written contract, dated the 31st day of December, 1913,

between the said The Philadelphia Electric Company and the City of Philadelphia, for lighting the parks and play grounds of the city during the year 1914, as required by the Board of Recreation.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 40.

In the matter of the application of The Philadelphia Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Philadelphia, by its agents, the Commissioners of Fairmount Park, for lighting Fairmount and Hunting Parks in said City.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Philadelphia Electric Company, by petition in writing for the approval of a certain written contract, dated the 30th day of September, 1913, between the said The Philadelphia Electric Company and the City of Philadelphia, by its agents, the Commissioners of Fairmount Park, for lighting Fairmount and Hunting Parks in said city.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of February, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 41.

In the matter of the application of the Bucks County Interurban Railway Company, under Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of New Hope for constructing and operating an extension of the tracks of the said Railway Company on Main Street in the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Bucks County Interurban Railway Company, by petition in writing, for the approval of a certain written contract, between the Borough of New Hope and said company, as evidenced by an ordinance of said Borough, approved the 3rd day of December, 1913, with acceptance thereof by the said Railway Company, dated the 19th day of December, 1913, and supplemental resolution of said Borough, dated the 14th day of January, 1914, with acceptance thereof dated the 15th day of January, 1914, for constructing and operating an extension of the tracks of the said Railway Company on Main Street in the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of February, 1914, approves the said contract, as evidenced by ordinances and acceptances hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 42.

In the matter of the application of the Conewago Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Spring Grove, granting the right and privilege to the said Company to construct and operate gas works in the said Borough, occupying the streets and highways of the said Borough for this purpose.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Conewago Gas Company, by petition in writing, for the approval of a certain written contract, between the Borough of Spring Grove and said Company, as evidenced by an Ordinance of the said Borough, enacted the 3rd day of November, 1913, and supplemental resolution of said Borough, passed the 2nd day of February, 1914, with acceptance of said Ordinance and Resolution by said Company dated the 20th day of January, 1914, granting the right and privilege to the said Company to construct and operate gas works in the said Borough, occupying the streets and highways of the said Borough for this purpose.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, as evidenced by Ordinance, certified copy of supplemental resolution and acceptance hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 43.

In the matter of the application of the American Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Catasauqua granting the right and privilege to the said Company to construct and operate poles, wires, etc., on the streets and highways of the said Borough for the purpose of furnishing light, heat and power to the public in the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the American Electric Light and Power Company, by petition in writing, for the approval of a certain written contract, between the Borough of Catasauqua and said Company, as evidenced by an Ordinance of said Borough, dated the 29th day of December, 1913, with acceptance thereof by the said Company dated the 31st day of December, 1913, granting the right and privilege to the said Company to construct and operate poles, wires, etc., on the streets and highways of the said Borough for the purpose of furnishing light, heat and power to the public in the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, as evidenced by certified copy of Ordinance and acceptance thereof attached hereto.

MUNICIPAL CONTRACT DOCKET NO. 44.

In the matter of the application of the Bethlehem Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Counties of Northampton and Lehigh for lighting Broad Street bridge—a joint County bridge—in the Borough of Bethlehem.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Bethlehem Electric Light Company, by petition in writing, for the approval of a certain written contract, dated the 5th day of January, 1914, between the said Bethlehem Electric Light Company and the Counties of Northampton and Lehigh for lighting Broad Street bridge—a joint County bridge—in the Borough of Bethlehem.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 45.

In the matter of the application of the Western, New York and Pennsylvania Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Spartansburg for changing the grade and lowering the tracks of the said Company on Main Street in the said Borough.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Western New York and Pennsylvania Railways Company, by petition in writing for the approval of a certain written contract, dated the 3rd day of December, 1913, between the said Western New York and Pennsylvania Railway Company and the Borough of Spartansburg for changing the grade and lowering the tracks of the said Company on Main Street in the said Borough from Mechanic Street to the west abutment of the bridge over Oil Creek in said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 46.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Mount Wolf granting the right and privilege to said Company to construct and operate poles, wires, conduits, cables, etc., on, in, under and through the streets and alleys within the limits of the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, between the Borough of Mount Wolf and said Company, as evidenced by an Ordinance of said Borough, enacted the 14th day of November, 1913, with acceptance thereof dated the 21st day of November, 1913, together with supplemental resolution of said borough passed the 3rd day of February, 1914, and acceptance thereof dated the 16th day of February, 1914, granting the right and privilege to said Company to construct and operate poles, wires, conduits, cables, etc., on, in, under and through the streets and alleys within the limits of the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, as evidenced by certified copies of Ordinance, Supplemental Resolution and Acceptance hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 47.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Kingston, granting the right and privilege to said Company to construct and operate conduits, cables, etc., on, under and across certain streets, alleys and highways within the limits of the said Borough, and providing for certain free telephone service.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, between the Borough of Kingston and said Company, as evidenced by an Ordinance of said Borough, enacted the 12th day of September, 1913, with acceptance thereof by said Company dated the 22nd day of October, 1913, and agreement dated the 12th day of September, 1913, together with supplemental resolution of said Borough passed the 4th day of February, 1914, and acceptance thereof dated the 9th day of February, 1914, granting to the said Company the right and privilege to construct and operate conduits, cables, etc., on, in, under and across certain streets and alleys within the limits of the said Borough, and providing for certain free telephone service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, as evidenced by certified copies of ordinance, agreement, supplemental resolution and acceptances hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 48.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Dover, granting the right and privilege to said Company to construct and operate poles, wires, conduits, cables, etc., on, in, under and through the streets and alleys within the limits of the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing for the approval of a certain written contract, between the Borough of Dover and said Company, as evidenced by an Ordinance of said Borough, enacted the 3rd day of November, 1913, with acceptance thereof dated the 13th day of November, 1913, together with supplemental resolution of said Borough passed the 2nd day of February, 1914, and acceptance thereof dated the 6th of February, 1914, granting the right and privilege to said Company to construct and operate poles, wires, conduits, cables, etc., on, in, under and through the streets and alleys within the limits of the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, as evidenced by certified copies of Ordinance, supplemental, resolution and acceptances hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 49.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of New Cumberland, granting the right and privilege to said Company to construct and operate poles, wires, conduits, cables, etc., on, in, under and through the streets and alleys within the limits of the said Borough, and providing for certain free telephone service.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, between the Borough of New Cumberland and said Company, as evidenced by an Ordinance of said Borough, enacted the 20th day of October, 1913, and acceptance thereof dated the 3rd day of November, 1913, and agreement dated the 20th day of October, 1913, together with supplemental resolution of said Borough, passed the 2nd day of February, 1914, and acceptance thereof dated the 6th day of February, 1914, grant-

ing the right and privilege to said Company to construct and operate poles, wires, conduits, cables, etc., on, in, under and through the streets and alleys within the limits of the said borough, and providing for certain free telephone service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of February, 1914, approves the said contract, as evidenced by certified copies of ordinance, agreement, supplemental resolution and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 50.

In the matter of the application of The Irwin Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Irwin, for lighting the streets of the Borough for a period of five years.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Irwin Electric Light and Power Company, by petition in writing for the approval of a certain written contract, dated the 8th day of December, 1913, between the said Irwin Electric Light and Power Company, and the Borough of Irwin, for lighting the streets of the said Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 51.

In the matter of the application of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company and the Pennsylvania Railroad Company, lessee of said Company, and the City of Harrisburg, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Companies and said City, granting to the said City the right to Construct a sewer under the right of way, property and tracks of the said railroad companies, along Cedar Street in said City.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, and the Pennsylvania Railroad Company, lessee of said Company, and the City of Harrisburg, by petition in writing for the approval of a certain written contract, dated the 1st day of December, 1913, between the said Companies and the said City, granting to the City the right to construct a sewer under the right

of way, property and tracks of the said Railroad Companies along Cedar Street, between Cameron Street and the low water mark of the Susquehanna River in said City.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 52.

In the matter of the application of The United Electric Company, under Section II, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Supervisors of Lower Allen Township, Cumberland County, for lighting the streets and highways of the village of Elkwood in said Township, for a period of one year.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The United Electric Company, by petition in writing for the approval of a certain written contract, dated the 28th day of January, 1914, between the said United Electric Company and the Supervisors of Lower Allen Township, for lighting the streets and highways of the village of Elkwood in said Township for a period of one year, and granting to the said Company the right to erect and maintain poles and wires on the highways in said Township for the aforesaid purpose of street lighting.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 53.

In the matter of the application of the Hanover Light, Heat and Power Company, under Section II, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of McSherrystown, for lighting the streets of the said Borough for a period of five years.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Hanover Light, Heat and Power Company, by petition in writing for the approval of a certain written contract, dated the 29th day of December, 1913, and supplemental agreement, dated the 9th day of January, 1914, between the said Hanover Light, Heat and Power Company and the Borough of McSherrystown, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, and supplemental agreement, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 54.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for furnishing gas to the said City for use at Lincoln Pumping Station, for a period of four months.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 16th day of January, 1914, between the said Equitable Gas Company and the City of Pittsburgh, for furnishing gas to the City for use at Lincoln Pumping Station, for a period of four months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 55.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for furnishing gas to the City for use at Garfield Pumping Station for a period of four months.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 16th day of January, 1914, between the said Equitable Gas Company and the City of Pittsburgh, for furnishing gas to the City for use at Garfield Pumping Station, for a period of four months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 56.

In the matter of the application of the Equitable Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for furnishing gas to the City for use at Mission Street Pumping Station, for a period of four months.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 16th day of January, 1914, between the said Equitable Gas Company and the City of Pittsburgh, for furnishing gas to the City for use at Mission Street Pumping Station for a period of four months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 57.

In the matter of the application of the Equitable Gas Company under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Pittsburgh, for furnishing gas to the City for use at North Side City Home, for a period of four months.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Equitable Gas Company, by petition in writing, for the approval of a certain written contract, dated the 16th day of January, 1914, between the said Equitable Gas Company and the City of Pittsburgh, for furnishing gas to the City for use at North Side City Home, for a period of four months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 58.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Greenville, granting the right to construct and operate conduits, cables, et cetera, on, in, under and through certain streets and alleys in the Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Central District Telephone Company, by petition in writing, for the approval of a certain written contract, as evidenced by an Ordinance of the Borough of Greenville, enacted the 4th day of November, 1913, with letter of acceptance by said Telephone Company, dated the 22nd day of November, 1913, and supplemental resolution of the said Borough, dated the 20th day of January, 1914, with acceptance of same by said Telephone Company, dated the 29th day of January, 1914, granting to the said Company the right to construct and operate conduits, cables, et cetera, on, in, under and through certain streets and alleys in the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract as evidenced by Ordinance, supplemental resolution, and letters of acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 59.

In the matter of the application of the Philadelphia Suburban Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Springfield, Montgomery County, granting the right to said Company to construct and operate poles, wires, cables, etc., on the highways of said Township, for the purpose of supplying light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Philadelphia Gas and Electric Company, by petition in writing, for the approval of a certain written contract between the Philadelphia Suburban Gas and Electric Company and the Township of Springfield, Montgomery County, as evidenced by an Ordinance of said Township, enacted the 4th day of February, 1914, with acceptance thereof by said Company, dated the fifth day of February, 1914, granting the right to said Company to construct and operate poles, wires, cables, etc., on the highways of said Township, for the purpose of supplying light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said contract, as evidenced by Ordinance and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 60.

HARMONY ELECTRIC COMPANY
AND
BOROUGH OF ELLWOOD CITY.

In re approval of contract between
the Harmony Electric Company
and the Borough of Ellwood City.

OPINION.

Commissioner Brecht:

In re application for approval of contract between the Harmony Electric Company and the Borough of Ellwood City, the record shows that on January 31st, 1914, an application was filed with The Public Service Commission by the Harmony Electric Company, whose office is located at Pittsburgh, Pennsylvania, for the approval of a contract made with the Borough of Ellwood City, in Lawrence County, Pennsylvania, to supply the aforesaid Borough with electric current. The contract submitted for approval was entered into by the respective parties to it for a period of ten years on the 3rd day of January, 1914, under an ordinance approved by the Borough Council on the last day of December, 1913.

The petition of the Company sets forth that the Harmony Electric Company was incorporated under the laws of Pennsylvania "for and carrying on the business of supplying light, heat and power by means of electricity, to the public," that by virtue of an ordinance of the Borough of Ellwood City, "the contract set forth in said ordinance has been duly entered into between the parties;" that the said Borough can obtain its "necessary electric current more economically than itself can manufacture the same."

A protest was filed in due course by the Pennsylvania Power Company, located and operating in the Borough of Ellwood City, against the approval of the contract of the petitioner by this Commission. It is alleged in the protest that the application should be refused on the ground that the Harmony Electric Company has no facilities nor equipment of its own to supply current; that it has not sufficient capital to make adequate provision to supply current to the various communities it has undertaken to furnish under its charter; that in the judgment of the

representative business men of the Borough aforesaid the contract should be disapproved; that the bids submitted by the Pennsylvania Power Company were a better offer, from the standpoint of the Borough's interests, than the bid of the petitioner; that the protestant company has facilities to furnish current far superior to those at the command of the applicant, and that the said company "has been serving the community of Ellwood City with singular efficiency for years."

At the hearing held in this proceeding the attention of the Commission was called to the following facts respecting the status of the petitioner: The Harmony Electric Company was organized on December 31st, 1913, by the consolidation of twenty-six (26) small electric companies, with a capital in the aggregate of \$130,000.00; a few days later, in January following, the merger or consolidated company was re-organized and the capital stock reduced to \$25,000.00, the total amount of stock now authorized by the aforesaid Harmony Electric Company.

On the same day the merger was completed, the Harmony Electric Company leased the power plant of the Pittsburgh, Harmony, Butler and New Castle Railway Company from that corporation at an annual rental of \$18,000.00. This power plant is located, as was testified, about nine miles from Ellwood City, and heretofore was used and will continue to be used under the present arrangement to supply the Railway Company with power, to operate its line of cars. Under the terms of the lease the Electric Company must not only supply the Railway Company with power, but it is required to keep up all necessary repairs and improvements of the plant in question.

Testimony was offered to show that the power plant leased had sufficient generating capacity to supply current to all the communities the Light Company expects to serve and sufficient power to operate the lines of the Railway Company. It was also stated, and the fact not controverted, that since the lease went into effect there has been no construction of additional transmission lines in connection with the plant, nor have any changes or improvements been made in the power plant itself whereby the distribution of current to Ellwood City might be more easily effected and maintained.

According to evidence submitted at the hearing, the Respondent to this proceeding, the Pennsylvania Power Company, started operations in Ellwood City about twelve years ago, and has supplied that municipality with electric current ever since. The Company has a capital stock of \$400,000.00, and owns a plant equipment in the Borough representing an investment of approximately \$350,000.00. The power plant operated by it consists of two 500 kilowatt steam turbines and two 625 kilowatt water turbines which are about being supplemented by connections with an outside power plant of 30,000 kilowatt capacity, whereby a supply of current can be obtained in case of emergency or accident. The light and service furnished to the Borough, it appears, were adequate and satisfactory. On January 7th, 1914, the contract, under which the Pennsylvania Power Company supplied the Borough of Ellwood City with electric current, expired.

On the 22nd of September, 1913, the Secretary of the Borough Council wrote to the Pennsylvania Power Company and to the Ellwood Electric Company, subsequently merged by letters patent into the Harmony Electric Company, stating that he was "authorized to receive bids for furnishing the Borough with electric current, for a five year contract, and a ten year contract, in accordance with enclosed ordinance."

When the bids received were opened on October 7th, 1913, it was found that the bid of the Ellwood Electric Company, later Harmony Electric Company, was a flat rate of 1.5 cents per kilowatt hour, that of the Pennsylvania Power Company a flexible rate of 2.2 cents per kilowatt hour based upon a sliding scale so adjusted that the Respondent contends that in a ten year contract under conditions as they exist at Ellwood City the proposed bid would produce an average rate of 1.27 cents per kilowatt hour.

The Committee, believing that the offer of the Ellwood Company was the lower bid, accordingly recommended that the contract be awarded to that Company. When the Respondent Company learned that its bid was rejected, it was led to believe that the bid was not understood, and sometime in December following, it presented a supplemental or alternative bid providing for a flat rate of 1.7 cents for a period of one year, or a flat rate of 1.5 cents for five years with the privilege extended to the Borough of renewing the rate at the expiration of the first five year period for five years longer. It also permitted the sliding bid submitted at the first instance in October to stand. It further offered at the expiration of its contract in January, 1914, to furnish current at one and one-half cents per kilowatt hour, which it has been doing since that time, and will continue to furnish current at the aforesaid rate until it shall receive notice from the Borough Council to discontinue such service.

On the 31st day of December, 1913, an ordinance was approved giving the Ellwood Electric Company the right to furnish electric current to the Borough of Ellwood City. A few days later, on the 2nd day of January, 1914, a "contract for electric service was made and entered into between Ellwood City and the Ellwood Electric Company, which contract was assumed on that same day by the Harmony Electric Company by which the contracting company agreed to furnish electric current at the flat rate of 1.5 cents per kilowatt hour for a period of ten years beginning January 7th, 1914,

A clause, known as Section 7, was written into the ordinance to protect the Borough in case of any failure on the part of the Light Company to furnish current of the quality and character and in the amount required by the agreement. This particular clause was not satisfactory to many of the citizens because it was believed that it did not adequately protect the Borough and insure continuous service. Therefore, when the new Council went into office in January, 1914, a new ordinance was passed repealing the ordinance of the preceding December under which the contract was awarded. The Burgess, however, vetoed the repealing ordinance and was sustained in his veto. Thereupon Council passed a resolution, by a vote of 5 to 4, requesting this Commission to disapprove the contract which the Borough had made with the Harmony Electric Company.

This action of Council was supplemented by a petition signed by sixty of the most prominent business men of the community, which was forwarded to the Commission, joining in the request from Council for the disapproval of the contract.

In this proceeding the size of the municipality, the attitude of the community with respect to the proposed service, the relative merits of the bids first submitted, and the general principle of competition under conditions such as exist at Ellwood City, should be given due weight and consideration in reaching a conclusion.

Ellwood City is a small municipality of about 4,500 people and shows during the past decade the ratio of increase in population that is usually found in communities of that size. There is no present indication of any special development in its industrial life nor any other special inducement that would warrant several public service companies to enter this particular field and engage in the business of supplying electric current.

For a period extending over twelve years the electric current of Ellwood City has been furnished by a company that has over \$300,000.00 invested in plant and equipment within the Borough limits. Testimony was offered showing that the service given was sufficiently adequate to meet all the requirements of the community, and that in a period of four years there has been a total interruption of only six minutes during the regular hours of lighting.

It is now proposed that a contract given to a new company to furnish current from a railway power house nine miles distant be approved, although the new company has no visible asset in plant equipment excepting a lease, and although the trend of sentiment in the community, as reflected in a resolution passed by the present Council and a petition signed by the leading business men, is against such approval.

Furthermore the relative merits of the bids submitted have been a source of more or less dispute and contention between the parties in interest. The situation has been further complicated by the injection of the supplemental bid on the part of the Respondent Company which offers the same flat rate as the one which was accepted when the contract was awarded. This second or supplementary bid was presented on the ground, as Respondent contends, that the bid on a sliding basis, submitted in the first instance, was evidently not understood, since it is able to demonstrate, from the amount of current now being consumed in Ellwood City, that the so-called sliding bid was lower than the one accepted.

The fact that the present Council in January, only a few weeks after the contract-ordinance was approved by the old Council on the last day of the preceding December, passed a resolution by a vote of 5 to 4 asking this Commission for a disapproval of the contract, and the additional fact that the representative business men joined by petition in the request of Council, indicate that there is quite a division of opinion in the community of Ellwood City concerning either the relative merits of the bids originally submitted or the status of the bids now before Council.

But the chief point at issue in this proceeding is the principle of competition between public utilities under conditions as they now exist at Ellwood City. The record shows that the Pennsylvania Power Company is located at Ellwood City and has an investment of \$350,000.00 in a plant equipment within the Borough limits; that the Harmony Electric Company has leased a power plant nine miles from the Borough limits

and contends that it is ready to ready to begin operations as soon as its contract is approved and a Certificate of Public Convenience issued by this Commission. In the event of the approval of the contract, there will be two competing companies operating in a small municipality where one of these companies was heretofore able, without taxing its capacity, to furnish all the light that was required and of a quality that was wholly satisfactory to the people of the community. Under the conditions as existing, it could hardly be contended with success that it would in any wise be an advantage to Ellwood City or to the two companies competing to allow such a contingency to arise.

It is a matter of common observation that where the policy of promoting competitive traffic between corporations engaged in public service business is too freely encouraged, more especially in communities of limited population, the practice is followed as a rule by consequences that are disastrous to all the interested parties. The community that consumes the commodity, the utility that furnishes the service, the general public that invested in good faith, must all be properly safeguarded in their rights and interests when a public service company is invited to enter a municipality to do business under competitive conditions.

The spirit of the Act creating this Commission contemplates that this very thing be done. Before a Certificate of Public Convenience is issued, it must be established that the required service is necessary or proper for the accommodation, convenience or safety of the public.

The Commission is not justified in permitting competition anywhere nor taking such action as may invite it, unless the area and population served, the needs of the community, or the prospects of the municipality as based upon its growth and development reasonably show that the public welfare demands it.

This principle of protection must also be extended to the public utility to the end that the individual citizens who have invested in its plant equipment in good faith may be duly protected in their interests. Therefore, a public service company located in a small municipality where it is rendering adequate and satisfactory service, where it has invested thousands of dollars in a plant, where it can furnish all the service which the community may require, where an additional plant if permitted to be established would make it extremely hazardous for either company to maintain itself, is entitled to the same protection under the law when there is an invasion of its vested rights and interests as the citizens of that community when a public utility trespasses upon their rights. This idea is based on the principle that the power or authority to regulate the service of a public utility by law carries with it as a corollary the duty to protect the property of the utility whenever it is threatened with consequences that may endanger the future existence of the company.

This general view that competition between public utilities must be restrained under certain conditions and not encouraged too readily is in accord with the reports and opinions of the public service commissions of several of the leading States in the country. In Vol. 2 of its reports the Wisconsin Commission said:

"Active and continuous competition between utilities, furnishing the same service to the same locality, seems to be out of the question. This has been shown by experience. Such competition is also contrary to the very nature of things. Two distinct and separate corporations are not likely to remain separate very long after it becomes clear that the service rendered by both can be more cheaply and more effectively furnished by only one of them."

This is substantially the view taken by the Commissions of New York, New Jersey, Massachusetts, and other States. The language of the New York Commission of the First District is as follows:

"Practically all utilities are so situated that but one can economically and satisfactorily serve the community."

The New Jersey Commission held:

"In the case of ordinary industrial concerns competing or desiring to compete in serving the public, the traditional presumption is in favor of permitting such competition. * * * This presumption, however, commonly fails in the case of public utilities operating under franchises."

The same general view is advanced by the Public Service Commission of the State of Massachusetts in the following language:

"Competition is sure to be expensive, even though for a time apparently economical and profitable. * * * The temporary advantage to a portion of the public is reasonably sure to be followed by an undue burden upon the public as a whole through the larger capital demanding a return, much of it representing unnecessary duplication of properties as well as losses."

The Commission is not unmindful of the fact that the line is not always clearly drawn between competition that might be encouraged and that which should be denied. But under a system of public regulation, such as is provided by the Act under which The Public Service Commission of the Commonwealth exercises administrative powers, it is safer to draw the line against rather than in favor of competition that appears to be of doubtful propriety. This seems to be the proper view to take of the matter, since there is no remedy for such the action of the Commission as prevent the harm that will be done to the business interests of the community by unwise competition when it is established; whereas under the regulating powers of the Commission, which in effect may be said to have all the checks and restraints of normal, well-balanced competition, there can be no harm done to the community by the operation left in sole control of the business of furnishing the required public service of a municipality.

Therefore, in view of the fact that Ellwood City is a small municipality supplied by a public utilities company with light that is admitted to be entirely satisfactory and in all respects adequate to meet the needs of the community; that the two companies in this proceeding are now offering to furnish the light to the Borough at the same rates; that the Borough is seriously divided in the matter of the approval of the contract, the trend of sentiment being apparently against it, and that the experience of public utilities in other places shows that two companies in active competition could not supply a small Borough like Ellwood City with proper service at reasonable rates and continue in business for any length of time, the Commission is of the opinion, that competition under such conditions should be restrained and not permitted to enter the said municipality, and accordingly it recommends that the approval of the petitioner's contract in this proceeding be refused and the application dismissed.

ORDER.

This case being at issue upon petition and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the fore before, made and filed of record a report containing its findings of fact and conclusions therein, which said report is hereby referred to and made a part hereof:

Now, to-wit, July 8th, 1914, it is ordered: That the petition in this proceeding be and it is hereby dismissed.

BY THE COMMISSION

This case has been appealed to the Court of Common Pleas of Dauphin County to No. 76, Commonwealth Docket, 1914.

No decision has as yet been rendered by said Court.

MUNICIPAL CONTRACT DOCKET NO. 61.

In the matter of the application of the Peoples Light Company of Pittston, Pa., under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Hughestown, granting the right to erect gas works and to lay and maintain gas mains, pipes, etc., in the streets and alleys of said Borough.

CERTIFICATE OF PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Peoples Light Company of Pittston, Pennsylvania, by petition in writing, for the approval of a certain written contract, as evidenced by an Ordinance of the Borough of Hughestown, enacted the 8th day of January, 1914, with acceptance thereof by said Company, dated the 24th day of January, 1914, between the said Peoples Light Company of Pittston, Pennsylvania, and the said Borough of Hughestown, granting the right to erect gas works and to lay and maintain gas mains, pipes, etc., in the streets and alleys of said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of March, 1914, approves the said contract, as evidenced by Ordinance and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 62.

In the matter of the application of the Blossburg Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Company and the Borough of Covington, granting the right of the said Company to erect, maintain and operate poles, wires, et cetera, in said Borough, for the purpose of supplying heat, light and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Blossburg Electric Light and Power Company, by petition in writing for the approval of a certain written contract, as evidenced by an Ordinance of the Borough of Covington, enacted the second day of February, 1914, with acceptance thereto by said Company, dated the 3rd day of March, 1914, granting the right of the Blossburg Electric Light and Power Company to erect, maintain and operate poles, wires, et cetera, in the Borough of Covington, for the purpose of supplying heat, light and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of March, 1914, approves the said contract, as evidenced by the Ordinance and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 63.

In the matter of the application of the Blossburg Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Covington, for lighting the streets of the Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Blossburg Electric Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 5th day of January, 1914, between the said The Blossburg Electric Light and Power Company and the said Borough of Covington, for lighting the streets of the said Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 5th day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 64.

RELIEF ELECTRIC LIGHT, HEAT AND
POWER COMPANY, ET AL.,
AND
BOROUGH OF WASHINGTON, EAST
WASHINGTON AND CANONSBURG.

Application was filed on January 19th, 1914, by the Relief Electric Light, Heat and Power Company, et al., for a finding and determination of the terms and conditions which the Commission would approve proposed Ordinances granted by the Boroughs of Washington, East Washington and Canonsburg, to the said Companies.

A protest was filed by the West Penn Lighting Company, and a hearing held on February 17th, 1914.

The petitions, on motion of the Attorney for the Companies, were withdrawn on March 30th, 1914, and no further action was therefore required by the Commission.

MUNICIPAL CONTRACT DOCKET NO. 65.

In the matter of the application of the Port Clinton Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19 Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Port Clinton, granting the right and permission of the Company to enter upon the streets of the Borough to construct and operate poles, wires, etc., for the purpose of furnishing electricity and providing also for lighting the streets of the Borough for a period of ten years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Port Clinton Light, Heat and Power Company, by petition in writing for the approval of a certain written contract, dated the 2nd day of August, 1913, between the said Port Clinton Light, Heat and Power Company and the said Borough of Port Clinton, for the purpose of furnishing electricity and providing also for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 66.

In the matter of the application of the Westmoreland Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South West Greensburg, for lighting the streets of the Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Westmoreland Electric Company, by petition in writing, for the approval of a certain written contract, dated the 3rd day of February, 1914, between the said Westmoreland Electric Company and the said Borough of South West Greensburg, for lighting the streets of the Borough for a period of five years

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 67.

<p>In the matter of the application of the West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of New Eagle, for lighting the streets of the Borough for a period of five years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the West Penn Electric Company, by petition in writing, for the approval of a certain written contract, dated the 24th day of February, 1914, between the said The West Penn Electric Company and the said Borough of New Eagle, for lighting the streets of the said Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 68.

<p>In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Monessen, for lighting the streets of the Borough for a period of ten years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The West Penn Electric Company, by petition in writing, for the approval of a certain written contract, dated the 4th day of December, 1913, between the said The West Penn Electric Company and the said Borough of Monessen, for lighting the streets of the said Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 69.

<p>In the matter of the application of the West Penn Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Avonmore, for lighting the streets of the Borough for a period of five years.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the West Penn Light and Power Company, by petition in writing, for the approval of certain written contract, dated the 2nd day of Feb-

ruary, 1914, between the said West Penn Light and Power Company and the said Borough of Avonmore, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 70.

In the matter of the application of the Kiskiminetas Valley Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Apollo, for lighting the streets of the Borough for a period of seven years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Kiskiminetas Valley Electric Company, by petition in writing, for the approval of a certain written contract, dated the 16th day of December, 1913, between the said Kiskiminetas Valley Electric Company and the said Borough of Apollo, for lighting the streets of the Borough for a period of seven years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of March, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 71.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Company and the Borough of Sewickley, as evidenced by an ordinance granting to the said Company the right to construct and operate an underground telephone system within the limits of the Borough, and providing also for certain free telephone service.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Central District Telephone Company, by petition in writing, for the approval of a certain written contract, between the Borough of Sewickley and the said Company, as evidenced by an Ordinance of the said Borough, enacted the 6th day of November, 1913, with acceptance thereof, dated the 17th day of December, 1913; supplemental ordinance, dated the 3rd day of February, 1914, and acceptance thereof, dated the 10th day of February, 1914; supplemental agreement, dated the 4th day of December, 1913, granting to the said Company the right to construct and operate an underground telephone system within the limits of the Borough, and providing also for certain free telephone service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, as evidenced by ordinance with acceptance thereof, supplemental ordinance with acceptance and supplemental agreement, attached thereto.

MUNICIPAL CONTRACT DOCKET NO. 72.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Sharpsburg, as evidenced by an Ordinance of said Borough granting to the said Company the right to construct, operate and maintain an aerial and underground telephone and telegraph system within the present or future limits of the Borough, and providing also for certain free telephone service.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Central District Telephone Company, by petition in writing, for the approval of a certain written contract, between said Company and the Borough of Sharpsburg, as evidenced by an Ordinance of said Borough, enacted the 28th day of November, 1913; acceptance thereof, dated the 12th day of December, 1913, and supplemental ordinance and acceptance thereof, dated the 9th day of February, 1914, and supplemental agreements, dated the 28th day of November, 1913, granting to the said Company the right to construct, operate and maintain an aerial and underground telephone and telegraph system within the present or future limits of the Borough, and providing also for certain free telephone service and paving work.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, as evidenced by ordinance, acceptance, supplemental ordinance and acceptance and supplemental agreements, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 73.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Company and the Borough of Myerstown, as evidenced by an Ordinance of the said Borough, granting to the Company the right to construct and operate aerial and underground telephone system within the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, as evidenced by an Ordinance of the Borough of Myerstown, enacted the 3rd day of February, 1914, with acceptance thereof by said Company, dated the 9th day of February, 1914, granting to the Company the right to construct and operate aerial and underground telephone system within the Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, as evidenced by Ordinance and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 75.

In the matter of the application of the Pennsylvania Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Springdale, granting to the Borough the right to lay and maintain a cast iron water pipe through and under the right-of-way and tracks of the Railroad Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and the Borough of Springdale, dated the 26th day of August, 1913, between the said Company and the said Borough, granting to the Borough the right to lay and maintain a cast iron water pipe under the right-of-way and tracks of the said Railroad Company at a point 2420 feet northwest of mile post 61 west from Bolivar in the Conemaugh Division of the Railroad Company in the Borough of Springdale, Allegheny County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 76.

In the matter of the application of the Supervisors of Lower Merion Township, Montgomery County, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Township and the Pennsylvania Railroad Company, granting to the Township the right to lay and maintain a cast iron sewer pipe through and under the right-of-way and tracks of the said Railroad Company at a point near Barmouth Station.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Supervisors of Merion Township, Montgomery County, by petition in writing, for the approval of a certain written contract, between the Pennsylvania Railroad Company and said Township, dated the 17th day of December, 1913, granting to the Township the right to lay and maintain a cast iron sewer pipe through and under the right-of-way and tracks of the said Railroad Company at a point near Barmouth Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 77.

In the matter of the application of the Pennsylvania Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Mifflin, granting the right to the Company to construct a pavement along its right-of-way on Railroad Avenue in that Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and the Borough of Mifflin, by petition in writing for the approval of a certain written contract, as evidenced by an Ordinance of the said Borough, enacted the 2nd day of February, 1914, and certified copy of acceptance of said ordinance by the said Railroad Company, dated the 25th day of February, 1914, granting to the Railroad Company the right to construct a pavement or foot-walk with curb and railing along its right-of-way on Railroad Avenue in the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said contract, as evidenced by ordinance and acceptance hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 78.

In the matter of the application of the Manor Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Company and the Borough of Manor for lighting the streets of the Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Manor Electric Company, by petition in writing for the approval of a certain written contract dated the 4th day of August, 1913, between the said Manor Electric Company and the Borough of Manor, for lighting the streets of the Borough for the period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 79.

In the matter of the application of the Shenango Valley Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Sharon, for lighting the streets of the Borough for a period of three years and eleven months.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Shenango Valley Electric Light Company, by petition in writing for the approval of a certain written contract, dated the 4th day of Feb-

ruary, 1914, between the said Shenango Valley Electric Light Company and the Borough of Sharon, for lighting the streets of the Borough for a period of three years and eleven months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 80.

In the matter of the application of the Sharpsville Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Sharpsville, for lighting the streets of the Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Sharpsville Electric Light Company, by petition in writing for the approval of a certain written contract, dated the 17th day of February, 1914, between the said Sharpsville Electric Light Company and the Borough of Sharpsville, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 81.

In the matter of the application of the Sharpsville Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Sharpsville for furnishing electric current for 15-horse power motor at pump station of the Borough for a period of one year.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Sharpsville Electric Light Company, by petition in writing for the approval of a certain written contract, dated the 20th day of January, 1914, between the said Sharpsville Electric Light Company and the Borough of Sharpsville, for furnishing electric current for 15-horse power motor at pump station of the Borough for a period of one year.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 84.

In the matter of the application of The Central District Telephone Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Baden, as evidenced by an ordinance of the said Borough, granting to the said Company the right to construct, operate and maintain an aerial and underground telephone system within the limits of the said Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Central District Telephone Company, by petition in writing, for the approval of a certain written contract between said Company and the Borough of Baden, as evidenced by an Ordinance of the said Borough enacted the 3rd day of March, 1914, with acceptance thereof dated the 26th day of March, 1914, granting to the said Company the right to construct, operate and maintain an aerial and underground telephone system within the limits of the said Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, as evidenced by ordinance with acceptance thereof, attached thereto.

MUNICIPAL CONTRACT DOCKET NO. 85.

WILKES-BARRE LIGHT COMPANY
and
CITY OF WILKES-BARRE.

Application was filed with the Commission on March 24, 1914, for the approval of a contract between the Wilkes-Barre Light Company and the City of Wilkes-Barre, as evidenced by an Ordinance by said City, granting to the Company the right to erect and maintain poles, wires, etc., on the streets of the city for the purpose of supplying light, heat and power, by means of electricity.

A petition was filed by the Wilkes-Barre Company and a hearing held on April 22, 1914, at which time there was issued an order dismissing the petition for the reason that said petition was not in proper form.

MUNICIPAL CONTRACT DOCKET NO. 86.

In the matter of the application of the Citizens' Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of East Washington, for furnishing water to the Borough for fire protection and sewer system for a period of ten years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Citizens' Water Company, by petition in writing, for the approval of a certain written contract, dated the 6th day of March, 1914, for furnishing water to the Borough for fire protection and sewer system for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 87.

In the matter of the application of the Pittsburgh, Harmony, Butler and New Castle Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Big Beaver, County of Beaver, granting permission to the Railway Company to construct and maintain a line of railway through the Township over a private right-of-way acquired or to be acquired by the said Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Harmony, Butler and New Castle Railway Company, by petition in writing for the approval of a contract, dated the 24th day of January, 1914, between the said Company and the Township of Big Beaver, Beaver County, granting permission to the Railway Company to construct and maintain a line of railway through the Township over a private right-of-way acquired or to be acquired by the said Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 88.

In the matter of the application of the Pittsburgh, Harmony, Butler and New Castle Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Homewood, as evidenced by an Ordinance of the Borough, granting permission to the Railway Company to enter upon and construct its railway over a private right-of-way within the Borough, and also the right to cross with an overhead bridge a highway leading from Homewood Station to the Beaver River.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Harmony, Butler and New Castle Railway Company, by petition in writing for the approval of a contract, as evidenced by an Ordinance approved the 13th day of February, 1914, between the said Company and the Borough of Homewood, granting permission to the Railway Company to enter upon and construct its railway over a private right-of-way within the Borough, and also the right to cross with an overhead bridge a highway leading from Homewood Station to the Beaver River.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly, hereby, on the 23rd day of April, 1914, approves the said contract, hereto attached, and the overhead bridge to be constructed in conformity with the plans and specifications on file in this office.

MUNICIPAL CONTRACT DOCKET NO. 89.

In the matter of the application of the Borough of Ambridge, under Section 11, Article III and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Company operating the Pittsburgh, Fort Wayne & Chicago Railway, granting to the Borough the right to lay and maintain a twelve-inch water pipe through and under the right-of-way and tracks of the Railway Company.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Ambridge, by petition in writing for the approval of the certain written contract, dated the 28th day of March, 1914, between the said Borough and the Pennsylvania Company, operating the Pittsburgh, Fort Wayne and Chicago Railway, granting to the Borough the right to lay and maintain a twelve-inch water pipe across the right-of-way and under the tracks of the said Company at Bridge No. 15, 4,707 feet west of mile post 17, Harmony Township, Beaver County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public and accordingly, hereby, on the 22nd day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 90.

In the matter of the application of the Albion Light and Power Company and Borough of Albion, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and Borough for lighting the Streets of the aforesaid Borough for the period of ten years.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Albion Light and Power Company and the Borough of Albion, by petition in writing for the approval of a certain written contract, dated the 10th day of March, 1914, between the said Albion Light and Power Company and the Borough of Albion, for lighting the streets of the said Borough for the period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of April, 1914, approves the said contract hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 91.

In the matter of the application of the Bessemer and Lake Erie Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of a contract between said Company and the County of Allegheny, granting to the Railroad Company the right to construct and maintain an overhead crossing on the Dorseyville and Culmerville Road in said County.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by petition in writing, for the approval of a certain written contract, dated the 16th day of March, 1914, and supplement dated 31st day of March, 1914, between the Bessemer and Lake Erie Railroad Company and the County of Allegheny, granting to the said Company the right to construct and maintain an overhead crossing on the Dorseyville and Culmerville Road in said County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation and convenience of the public and accordingly, hereby, on the 22nd day of April, 1914, approves the said contract, and the construction of the trestle, in conformity with the plans and specifications attached to said contract, subject, however, to the condition that guard rails shall be placed on the bridge or trestle over the highway for a distance of one hundred and fifty feet on either side.

MUNICIPAL CONTRACT DOCKET NO. 92.

In the matter of the application of the Pittsburgh, Harmony, Butler and New Castle Railway Company, under Section 11, Article III and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Koppel, as evidenced by an Ordinance and Resolution of the Borough, changing the conditions as to the grading in the construction and also the gauge of said railway granted by a former ordinance.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Harmony, Butler and New Castle Railway Company, by petition in writing for the approval of a contract, as evidenced by an Ordinance approved the 19th day of January, 1914, with resolution attached, adopted the 20th day of April, 1914, between the said Company and the Borough of Koppel, changing the conditions as to the grading in the construction and also the gauge of said railway granted by a former ordinance.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience of the public and accordingly, hereby, on the 22nd day of April, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 93.

In the matter of the application of the Counties Gas and Electric Company, under Section II, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract, as evidenced by an Ordinance, Assignment and Resolution of the Borough of Schwenksville, accepted by said Company, granting the right to erect, construct and operate poles, wires, etc., upon the streets and highways of the said Borough for the purpose of furnishing light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Counties Gas and Electric Company, by petition in writing, for the approval of a certain written contract, between the Borough of Schwenksville and said Company, as evidenced by an Ordinance of the said Borough to the Trustees of the Schwenksville Electric Light Company, approved the 3rd day of November, 1913, with acceptance dated the 10th day of November, 1913, and assignment of said Ordinance to the Schwenksville Electric Light Company, dated the 8th day of December, 1913, with acceptance thereof, by the Schwenksville Electric Light Company, dated the 8th day of December, 1913, and Resolution of the said Borough dated the 6th day of April, with acceptance thereof, by the Counties Gas and Electric Company, dated the 8th day of April, 1914, granting unto the said Counties Gas and Electric Company, successors to the Schwenksville Electric Light Company, the right to erect, construct and operate poles, wires, etc., upon the streets and highways of the said Borough for the purpose of furnishing light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of April, 1914, approves the said contract, as evidenced by the certified copies of said ordinance, with acceptance thereof, assignment, with acceptance thereof, resolution, with acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 94.

In the matter of the application of the Duquesne Light Company, under Section II, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of McKeesport for furnishing electric current for a 25-horse power motor at the water works, and for lighting the garbage furnace, swimming pool, city stables and filtration plant of the City.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Duquesne Light Company, by petition in writing for the approval of a certain written contract, dated the 23rd day of March, 1914, between the said Duquesne Light Company and the City of McKeesport, for furnishing electric current for a 25-horse power motor at the water works, and for lighting the garbage furnace, swimming pool, city stables and filtration plant of the said City.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 95.

In the matter of the application of the Crescent Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Crescent, as evidenced by an ordinance of the said Township, enacted the 4th day of February, 1914, with acceptance thereof dated the 27th day of February, 1914, granting unto the said Crescent Light Company the right to construct and operate poles, wires, etc., within the said Township of Crescent for the purpose of supplying light, heat and power to the public thereof.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Crescent Light Company, by petition in writing, for the approval of a certain written contract, between the Township of Crescent and said Company, as evidenced by an Ordinance of said Township, enacted the 4th day of February, 1914, with acceptance thereof dated the 27th day of February, 1914, granting unto the said Crescent Light Company the right to construct and operate poles, wires, etc., within the said Township of Crescent for the purpose of supplying light, heat and power to the public thereof.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, as evidenced by the Ordinance and Acceptance thereof hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 96.

In the matter of the application of the Lock Haven Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Castanea, Clinton County, granting permission to the Company to erect, operate and maintain poles, wires, etc., on the highways of the Township, for the purposes of furnishing light and power to the residents thereof.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Lock Haven Electric Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 27th day of March, 1914, between the Township of Castanea, Clinton County, and said Company, granting permission to the Company to erect, operate and maintain poles, wires, etc., on the highways of said Township for the purpose of furnishing light and power to the residents thereof.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 97.

In the matter of the application of the Lock Haven Electric Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the County of Clinton, granting permission to the Company to erect, operate and maintain lines of wires for the transmission of electricity on, over and along a county bridge crossing Bald Eagle Creek, near the Village of Castanea.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lock Haven Electric Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 26th day of March, 1914, between the County of Clinton and said Company, granting permission to the Company to erect, operate and maintain lines of wires for the transmission of electricity on, over and along a county bridge crossing Bald Eagle Creek, near the Village of Castanea.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 98.

In the matter of the application of the Edison Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Elizabethtown, for lighting the streets of the Borough for a period of two years, with privilege to the Borough to extend contract for eight additional years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Edison Electric Company, by petition in writing for the approval of a certain written contract, dated the 4th day of April, 1914, between the said Edison Electric Company and the Borough of Elizabethtown, for lighting the streets of the Borough for a period of two years, with privilege to the Borough to extend contract for eight additional years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 99.

In the matter of the application of the Borough of Robesonia, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Heidelberg Electric Light, Heat and Power Company for lighting the streets of the said Borough for a period of three years.

CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Robesonia, by petition in writing for the approval of a certain written contract, dated the 3rd day of April, 1914, between the said Borough of Robesonia and the Heidelberg Electric Light, Heat and Power Company, for lighting the streets of the said Borough for a period of three years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 100.

In the matter of the application of the Borough of Wilmerding, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, granting the right to the Borough to construct, maintain and operate a six-foot storm conduit and a ten-inch sewer pipe across the right-of-way and under the tracks of the Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Wilmerding, by petition in writing, for the approval of a certain written contract, dated the 5th day of March, 1914, between The Pennsylvania Railroad Company and said Borough, granting the right to the Borough to construct, maintain and operate a six-foot storm conduit and a ten-inch sewer pipe across the right of way and under the tracks of the Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 101.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of West Chester, as evidenced by an Ordinance of said Borough, enacted the 8th day of April, 1914, and acceptance thereof, dated the 18th day of April, 1914, granting unto the said Company the right to construct, maintain and operate an underground telephone system within the limits of the Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, between the Borough of

West Chester and said Company, as evidenced by an Ordinance of said Borough, enacted the 8th day of April, 1914, and acceptance thereof, dated the 18th day of April, 1914, granting unto the said Company the right to construct, maintain and operate an underground telephone system within the limits of the Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, as evidenced by certified copies of ordinance and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 102.

In the matter of the application of the Panther Valley Electric Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Summit Hill, for lighting the streets of the Borough for a period of ten years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Panther Valley Electric Light, Heat and Power Company, by petition in writing, for the approval of a certain written contract, dated the 6th day of April, 1914, between the said Panther Valley Electric Light, Heat and Power Company and the Borough of Summit Hill, for lighting the streets of the Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 105.

In the matter of the application of the Eastern Pennsylvania Light, Heat and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Conyngham, for lighting certain portions of the streets and highways of the said Township.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Eastern Pennsylvania Light, Heat and Power Company, by petition in writing for the approval of a certain written contract, dated the 13th day of April, 1914, between the said Eastern Pennsylvania Light, Heat and Power Company and the said Township of Conyngham, for lighting certain portions of the streets and highways of the said Township.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 106.

In the matter of the application of the New Castle Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of New Castle, for lighting the streets of the said City for a period of ten years, and fixing rates for commercial lighting.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by petition in writing, for the approval of a certain written contract, dated the 16th day of April, 1914, between the said New Castle Electric Company and the said City of New Castle, for lighting the streets of the said City for a period of ten years, and fixing rates for commercial lighting.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 107.

In the matter of the application of The Shenango Valley Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Farrell, for lighting the streets of the Borough for a period of seven years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Shenango Valley Electric Light Company, by petition in writing, for the approval of a certain written contract, dated the 1st day of April, 1914, between the said The Shenango Valley Electric Light Company and the said Borough of Farrell, for lighting the streets of the Borough for a period of seven years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 108.

In the matter of the application of the Allenport and Roscoe Electric Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and East Pike Run Township, Washington County, as evidenced by a Resolution of the Supervisors of said Township, granting to the Railway Company the right to construct, maintain and operate a street railway on the State highway, known as Route No. 268, from the Borough of Elco to the Borough of Coal Center.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Allenport and Roscoe Electric Street Railway Company, by petition in writing, for the approval of a certain written contract, between said

Company and East Pike Run Township, Washington County, as evidenced by a Resolution of the Supervisors of said Township, dated the 12th day of January, 1914, and acceptance thereof, dated the 9th day of March, 1914, granting to the said Allenport and Roscoe Electric Street Railway Company the right to construct, maintain and operate a street railway on the State Highway, known as Route No. 268, from the Borough of Elco to the Borough of Coal Center.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, as evidenced by certified copy of Resolution and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 109.

In the matter of the application of the Versailles Fuel Gas Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for approval of a contract between said Company and the City of McKeesport, as evidenced by an Ordinance of the said City, granting to the Company the right to lay and maintain a six-inch pipe along Bowman and Highland Avenues, said City, for the conveyance of natural gas.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Versailles Fuel Gas Company, by petition in writing, for the approval of a certain written contract between the City of McKeesport and said Company, as evidenced by an Ordinance of the said City, enacted the 25th day of February, 1914, granting to the Company the right to lay and maintain a six-inch pipe along Bowman and Highland Avenues, said City, for the conveyance of natural gas.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th, day of May, 1914, approves the said contract, as evidenced by certified copy of Ordinance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 110.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Haverford, Delaware County, as evidenced by an Ordinance of the said Township and acceptance thereof, granting to the Company the right to erect, maintain and operate an aerial and underground telephone system within the limits of the Township, and providing also for certain free telephone service.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, between the said Company and the Township of Haverford, Delaware County, as evidenced by an Ordinance, enacted the 6th day of April, 1914, with acceptance thereof, dated the 29th day of April, 1914, and supplemental agreement, dated the 30th day of April, 1914, grant-

ing to the Company the right to erect, maintain and operate an aerial and underground telephone system within the limits of the Township, and providing also for certain free telephone service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, as evidenced by Ordinance, acceptance thereof and supplemental agreement, attached thereto.

MUNICIPAL CONTRACT DOCKET NO. 111.

In the matter of the application of the Borough of Wilkinsburg and the Pennsylvania Railroad Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and said Company, for the abolition of grade crossings at Penn Avenue, South Avenue, Wood Street and Rebecca Avenue, said Borough, and the construction of under grade crossings and the vacation of certain streets in said Borough.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Wilkinsburg and the Pennsylvania Railroad Company, by petition in writing, for the approval of a certain written contract, between the said Borough and Company, dated the 8th day of April, 1914, for the abolition of grade crossings of the said Company at Penn Avenue, South Avenue, Wood Street and Rebecca Avenue; the construction of under grade crossings between Whitney and Pennwood Avenues; the construction of an under grade crossing at Franklin Avenue and the extension of the arch over Kelley Avenue; the vacation, change in grade, and relocation of certain streets in the Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 21st day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 112.

In the matter of the application of the City of Philadelphia, under Section 11, Article III, and Sections 18 and 19, of Article V, of The Public Service Company Law, for the approval of a contract between said City of Philadelphia and the Philadelphia, Baltimore & Washington Railroad Company, The Pennsylvania Railroad Company, The Schuylkill River East Side Railroad Company, The Baltimore and Ohio Railroad Company, and The Philadelphia Belt Line Railroad Company, providing for the abolition of grade crossings in that part of the City lying South of Christian Street and between the Delaware and Schuylkill Rivers.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the City of Philadelphia, by petition in writing, for the approval of a certain written contract, dated the 23rd day of March, 1914, between the said City of Philadelphia and The Philadelphia, Baltimore and Washington Railroad Company, The Pennsylvania Railroad Company, The Schuylkill River East

Side Railroad Company, The Baltimore & Ohio Railroad Company, and The Philadelphia Belt Line Railroad Company, providing for the abolition of grade crossings in that part of the City lying south of Christian Street and between the Delaware and Schuylkill Rivers, as authorized by an ordinance of the said City of Philadelphia, dated February 14th, 1914.

The Commission now, after investigation and hearing, finds and determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the second day of June, 1914, approves the said contract, hereto attached, providing, however, that Certificates of Public Convenience must be applied for on all crossings involved and detailed plans for the same submitted with petitions.

MUNICIPAL CONTRACT DOCKET NO. 113.

In the matter of the application of the Butler Light, Heat and Motor Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Butler, for lighting the Streets of the said Borough for a period of five years

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Butler Light, Heat and Motor Company, by petition in writing, for the approval of a certain written contract, dated the 6th day of May, 1914, between the said Butler Light, Heat and Motor Company and the said Borough of Butler, for lighting the streets of the said Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 114.

In the matter of the application of the Borough of Pottstown, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between the said Borough and the Pennsylvania Railroad Company, granting to the said Borough the right to lay and maintain across the right-of-way and under the tracks of the Company a cast-iron sewer pipe at a point near Kenilworth Station.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Pottstown, by petition in writing, for the approval of a certain written contract, between the said Borough and the Pennsylvania Railroad Company, dated the 11th day of May, 1914, granting to the said Borough the right to lay and maintain across the right-of-way and under the tracks of the Company a cast-iron sewer pipe at a point near Kenilworth Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 115.

PHILADELPHIA & READING RAILWAY
COMPANY

and

BOROUGH OF POTTSTOWN.

An application was filed by the Borough of Pottstown for the approval of a contract between said Borough and the Philadelphia & Reading Railway Company, granting to the Borough the right to construct and maintain sewer pipes under the tracks and right-of-way of the Company.

At the hearing held on May 16th, 1914, it appeared that the contract did not conform to the Rules of Practice of the Commission, and the applicant was therefore granted permission to withdraw the petition and submit same at a later date, when a new contract in proper form would be submitted.

MUNICIPAL CONTRACT DOCKET NO. 116.

In the matter of the application of the Luzerne County Gas and Electric Company, under Section 11, Article III, Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Dorranceton, for lighting the streets of the said Borough for a period of ten years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Luzerne County Gas and Electric Company, by petition in writing, for the approval of a certain written contract, dated the 31st day of December, 1913, between the said Luzerne County Gas and Electric Company and the said Borough of Dorranceton, for lighting the streets of the said Borough for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 117.

In the matter of the application of the Luzerne County Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19 Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Luzerne, for lighting the streets of the said Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Luzerne County Gas and Electric Company, by petition in writing, for the approval of a certain written contract, dated the 2nd day of May, 1914, between the said Luzerne County Gas and Electric Company and the said Borough of Luzerne, for lighting the streets of the said Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 118.

In the matter of the application of the Luzerne County Gas and Electric Company, under Section 11, Article III, and Sections 18 and 19 Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Dallas, for lighting the streets of the Borough for a period of seven years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by petition in writing, for the approval of a certain written contract, dated the 4th day of May, 1914, between the said Luzerne County Gas and Electric Company and the said Borough of Dallas, for lighting the streets of the said Borough for a period of seven years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 119.

In the matter of the application of The West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Roscoe, for lighting the streets of the Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the West Penn Electric Company, by petition in writing, for the approval of a certain written contract, dated the 3rd day of December, 1913, between the said West Penn Electric Company and the said Borough of Roscoe, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 120.

In the matter of the application of the West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of South Brownsville, for lighting the streets of the Borough for a period of five years. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the West Penn Electric Company, by petition in writing, for the approval of a certain written contract, dated the 8th day of September, 1913, between the said West Penn Electric Company and the said Borough of South Brownsville, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 121.

In the matter of the application of the West Penn Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Coal Centre, for lighting the streets of the Borough for a period of five years. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the West Penn Electric Company, by petition in writing, for the approval of a certain written contract, dated the 6th day of April, 1914, between said West Penn Electric Company and the said Borough of Coal Centre, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 122.

In the matter of the application of the Westmoreland Electric Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Greensburg, for lighting the streets of the Borough for a period of five years. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Westmoreland Electric Company, by petition in writing, for the approval of a certain written contract, dated the 27th day of September, 1913, between the said Westmoreland Electric Company and the said Borough of Greensburg, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 123.

In the matter of the application of the Elizabethtown and Deodate Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Elizabethtown, as evidenced by an Ordinance of said Borough, and Supplemental Resolution and Acceptance thereof, granting to the Company the right to lay and maintain its tracks upon certain streets in said Borough and operate its cars thereon.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Elizabethtown and Deodate Street Railway Company, by petition in writing, for the approval of a certain written contract between said Company and the Borough of Elizabethtown, as evidenced by an Ordinance of the said Borough, approved the 16th day of December, 1913, and supplemental Resolution of said Borough, approved the 19th day of May, 1914, and acceptance thereof, dated May 25th, 1914, granting to the Company the right to lay and maintain its tracks upon certain streets in said Borough and operate its cars thereon.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said contract, as evidenced by said Ordinance, supplemental Resolution and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 124.

In the matter of the application of the Elizabethtown and Deodate Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Mount Joy, Lancaster County, as evidenced by Resolution of said Township and acceptance thereof, granting to the Company the right to locate and construct its railway on a public highway leading from Elizabethtown to Hockersville, and on a bridge over the Conewago Creek in said Township.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Elizabethtown and Deodate Street Railway Company, by petition in writing, for the approval of a certain written contract between said Company and the Township of Mount Joy, Lancaster County, as evidenced by a Resolution of said Township, dated the 2nd day of May, 1914, with acceptance thereof, dated the 2nd day of May, 1914, granting to the Company the right to locate and construct its railway on a public highway leading from Elizabethtown to Hockersville and on a bridge over the Conewago Creek in said Township.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, as evidenced by said Resolution and acceptance thereof, hereby attached.

MUNICIPAL CONTRACT DOCKET NO. 125.

In the matter of the application of the Elizabethtown and Deodote Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Conewago, Dauphin County, as evidenced by a Resolution of said Township and acceptance thereof, granting to the Company the right to locate and construct its railway on a public highway known as the Elizabethtown and Hockersville Road in said Township.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Elizabethtown and Deodote Street Railway Company, by petition in writing, for the approval of a certain written contract between said Company and the Township of Conewago, Dauphin County, as evidenced by a resolution of said Township, dated the 4th day of May, 1914, with acceptance thereof by the Company, dated the 4th day of May, 1914, granting to the Company the right to locate and construct its railway on a public highway leading from Elizabethtown to Hockersville.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, as evidenced by said Resolution and acceptance thereof, hereby attached.

MUNICIPAL CONTRACT DOCKET NO. 126.

In the matter of the application of the Deodote and Hershey Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Conewago, Dauphin County, as evidenced by a Resolution of said Township, dated the 4th day of May, 1914, and acceptance thereof by said Company, dated May 4th, granting to the Company the right to locate and construct its railway on a public highway, known as the Elizabethtown and Hockersville Road, from the Campbellstown Road near Shenk's Church to the division line between the Townships of Conewago and Derry.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Deodote and Hershey Street Railway Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Township of Conewago, Dauphin County, as evidenced by a resolution of said Township, dated the 4th day of May, 1914, and acceptance thereof by the Company, dated the 4th day of May, 1914, granting to the Company the right to locate and construct its railway on a public highway known as the Elizabethtown and Hockersville Road, from the Campbellstown Road near Shenk's Church to the division line between the Townships of Conewago and Derry.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, as evidenced by said Resolution and acceptance thereof, hereby attached.

MUNICIPAL CONTRACT DOCKET NO. 127.

In the matter of the application of the Deodate and Hershey Street Railway Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Derry, Dauphin County, as evidenced by a Resolution of said Township and acceptance thereof by said Company, granting to the Company the right to locate and construct its railway on certain highways in the Township.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Deodate and Hershey Street Railway Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Township of Derry, Dauphin County, as evidenced by a Resolution of said Township, dated the 2nd day of May, 1914, and acceptance thereof by the said Company, dated the 2nd day of May, 1914, granting to the Company the right to locate and construct its railway on certain highways in the Township.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said contract, as evidenced by said resolution and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 128.

In the matter of the application of the Pittsburgh, Bessemer and Lake Erie Railroad Company under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of West Deer, Allegheny County, granting to the Company the right to construct a crossing below the grade of a public highway, in said Township,, known as the Summit Road, through the lands of W. C. Kissick.

CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Bessemer and Lake Erie Railroad Company, by petition in writing, for the approval of a certain written contract, dated the 22nd day of May, 1914, between the said Pittsburgh, Bessemer and Lake Erie Railroad Company and the Township of West Deer, Allegheny County, granting to the said Company the right to construct a crossing below the grade of the public highway, in said Township, known as the Summit Road, through the lands of W. C. Kissick.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract for crossing to be constructed in conformity with the plans and specifications attached thereto, subject to the following conditions: First—That fences on the sides of the highway shall be provided for, for a suitable distance from either end of the bridge; Second—That concrete abutments shall be built in place of timber abutments; Third—That detail plans and specifications for the bridge be filed with the Commission.

MUNICIPAL CONTRACT DOCKET NO. 129.

In the matter of the application of the Pittsburgh, Bessemer and Lake Erie Railroad Company under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of West Deer, Allegheny County, granting to the Company the right to change the location of a public highway, known as the Culmerville and Butler Road, through lands of Mary J. Norris, et al., and providing for the construction of an underground crossing.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Bessemer and Lake Erie Railroad Company, by petition in writing, for the approval of a certain written contract, dated the 22nd day of May, 1914, between the said Pittsburgh, Bessemer and Lake Erie Railroad Company and the Township of West Deer, Allegheny County, granting to the Company the right to change the location of a public highway, known as the Culmerville and Butler Road, through lands of Mary J. Norris, et al., and providing for the construction of an underground crossing.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said contract and crossing, in conformity with the plans and specifications attached to said contract, subject to the following condition: That detail plans and specifications for the bridge be filed with the Commission.

MUNICIPAL CONTRACT DOCKET NO. 130.

In the matter of the application of the Pittsburgh, Bessemer and Lake Erie Railroad Company under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of West Deer, Allegheny County, granting to the Company the right to construct a temporary overhead crossing on the public highway, known as the Batz Road, near lands of the Ford Collieries Company, said Township.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Bessemer and Lake Erie Railroad Company, by petition in writing, for the approval of a certain written contract, dated the 22nd day of May, 1914, between the said Pittsburgh, Bessemer and Lake Erie Railroad Company and the Township of West Deer, Allegheny County, granting to the Company the right to construct a temporary overhead crossing on the public highway, known as the Butz Road, near lands of the Ford Collieries Company, said Township.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said contract and crossing, in conformity with the plans and specifications attached to said contract, subject to the following conditions: First—That this crossing is to be temporary and to exist until the said Butz Road is abandoned by proper authority; Second—In the event that the Railroad Company is unable to secure the abandonment of the present location of the said Batz Road, the temporary bridge over the said highway shall be changed into a permanent structure, the plans for the said permanent structure to be approved by the Commission.

MUNICIPAL CONTRACT DOCKET NO. 131.

In the matter of the application of the Pittsburgh, Bessemer and Lake Erie Railroad Company under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of West Deer, Allegheny County, granting to the Company the right to construct a crossing below grade, on a public highway, known as Church Road, in said Township.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Bessemer and Lake Erie Railroad Company, by petition in writing, for the approval of a certain written contract, dated the 27th day of May, 1914, between the said Pittsburgh, Bessemer and Lake Erie Railroad Company and the Township of West Deer, Allegheny County, granting to the Company the right to construct a crossing below grade, on a public highway, known as Church Road, in said Township, about one-third of a mile from Mine No. 3 of the Fords Colliery Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said contract and crossing, in conformity with the plans and specifications attached to said contract, subject to the following conditions: First—That fences be placed on either side of the road along the filled approaches to and from the bridge; Second—That detail plans and specifications for the bridge be filed with the Commission.

MUNICIPAL CONTRACT DOCKET NO. 132.

In the matter of the application of the Pittsburgh, Bessemer and Lake Erie Railroad Company under Sections 5 and 11, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Clinton, Butler County, granting to the Company the right to change the location of the public highway, known as the Butler, Saxonburg and Culmerville Road, in said Township, and providing for the construction of crossing at grade.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh, Bessemer and Lake Erie Railroad Company, by petition in writing, for the approval of a certain written contract, dated the 22nd day of May, 1914, between the said Pittsburgh, Bessemer and Lake Erie Railroad Company and the Township of Clinton, Butler County, granting to the Company the right to change the location of the public highway, known as the Butler, Saxonburg and Culmerville Road, in said Township, and providing for the construction of crossing at grade.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said contract hereto attached, and re-location of said public highway, and

proposed grade crossing, in conformity with the plans and specifications attached to said contract, subject to the following conditions: First—That cattle-guard fences shall be erected; and Second—This crossing shall be considered in the nature of a temporary crossing, for which overhead or underground crossing will be substituted when ordered by the Commission.

MUNICIPAL CONTRACT DOCKET NO. 133.

In the matter of the application of the Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract, as evidenced by an Ordinance of the Borough of Dorranceton, and acceptance thereof, with an additional agreement between said Company and Borough, granting to the Company the right to construct, maintain and operate an aerial and underground telephone system, within the limits of the Borough, and providing for certain free telephone service.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, as evidenced by an Ordinance of the Borough of Dorranceton, approved the 5th day of May 1914, and with acceptance thereof by the Company, dated the 12th day of May, 1914, and supplemental agreement, dated the 29th day of April, 1914, granting to the Company the right to construct, maintain and operate an aerial and underground telephone system, within the limits of the Borough, and providing for certain free telephone service.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, as evidenced by Ordinance, acceptance and supplemental agreement, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 134.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Lehigh, granting certain free telephone service to the Borough.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing for the approval of a certain written contract, dated the 20th day of April, 1914, between the said The Bell Telephone Company of Pennsylvania and the said Borough of Lehigh, granting certain free telephone service to the Borough.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 135.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Austin, granting certain free telephone service to the Borough and installing two Moore Gongs in the plant of the Bayles Pulp and Paper Mill.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, for the approval of a certain written contract, dated the 6th day of November, 1913, and supplemental resolution of the Borough of Austin, dated the 4th day of May, 1914, and acceptance thereof, dated the 9th day of May, 1914, granting certain free telephone service to the said Borough, and also contract dated the 6th day of April, 1914, providing for the installation of two Moore Gongs at the plant of the Bayles Pulp and Paper Mill.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contracts, resolution and acceptance, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 136.

In the matter of the application of the Annville and Palmyra Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Palmyra, for lighting the streets of the Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Annville and Palmyra Electric Light Company, by petition in writing, for the approval of a certain written contract, dated the 23rd day of May, 1914, between the said Annville and Palmyra Electric Light Company and the said Borough of Palmyra, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 137.

In the matter of the application of the Reading Transit and Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Lebanon, for lighting the streets of the City for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Reading Transit and Light Company, by petition in writing, for the approval of a certain written contract, dated the 21st day of May, 1914,

between the said Reading Transit and Light Company and the said City of Lebanon, for lighting the streets of the City for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, proves said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 138.

In the matter of the application of the London Grove Township Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of London Grove, Chester County, granting to said Company the right to construct and maintain and operate poles, wires, etc., on the highways of said Township for the distribution of electricity to be used for light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the London Grove Township Light Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Township of London Grove, Chester County, as evidenced by a resolution of said Township, dated the 26th day of November, 1913, and supplemental resolution, dated the 4th day of March, 1914, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the highways of said Township for the distribution of electricity to be used for light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly hereby, on the 17th day of June, 1914, approves said contract, as evidenced by the resolutions hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 139.

In the matter of the application of the East Marlborough Township Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of East Marlborough, Chester County, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the highways of said Township for the distribution of electricity to be used for light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the East Marlborough Township Light Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Township of East Marlborough, Chester County, as evidenced by a resolution of said Township, dated the 24th day of November, 1913, and supplemental resolution, dated the 17th day of March, 1914, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the highways of said Township for the distribution of electricity to be used for light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said contract, as evidenced by the resolutions hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 140.

In the matter of the application of the New Garden Township Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of New Garden, Chester County, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the highways of said Township for the distribution of electricity to be used for light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the New Garden Township Light Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Township of New Garden, Chester County, as evidenced by a resolution of said Township, dated the 25th day of November, 1913, and supplemental resolution, dated the 4th day of April, 1914, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the highways of said Township for the distribution of electricity to be used for light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day June 1914, approves said contract, as evidenced by the resolutions, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 141.

In the matter of the application of the Kennett Township Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Township of Kennett, Chester County, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the highways of said Township, for the distribution of electricity to be used for light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Kennett Township Light Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Township of Kennett, Chester County, as evidenced by a Resolution of said Township, dated the 24th day of November, 1913, and supplemental Resolution, dated the 5th day of March, 1914, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the highways of said Township, for the distribution of electricity to be used for light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said contract, as evidenced by the Resolutions, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 142.

In the matter of the application of the West Grove Borough Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of West Grove, Chester County, granting to said Company the right to construct maintain and operate poles, wires, etc., on the streets of said Borough, for the distribution of electricity to be used for light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the West Grove Borough Light Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Borough of West Grove, Chester County, as evidenced by an ordinance of said Borough, enacted the 17th day of November, 1913, and supplemental Resolution, dated the 5th day of March, 1914, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the streets of said Borough for the distribution of electricity to be used for light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said contract, as evidenced by said ordinance and supplemental Resolution, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 143.

In the matter of the application of the Avondale Borough Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of the Public Service Company Law, for the aproval of a contract between said Company and the Borough of Avondale, Chester County, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the streets of said Borough, for the distribution of electricity to be used for light, heat and power.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Avondale Borough Light Company, by petition in writing, for the approval of a certain written contract, between the said Company and the Borough of Avondale, Chester County, as evidenced by an ordinance of said Borough enacted the 11th day of November, 1913, and supplemental resolution, dated the 3rd day of March, 1914, granting to said Company the right to construct, maintain and operate poles, wires, etc., on the streets of said Borough, for the distribution of electricity to be used for light, heat and power.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said contract, as evidenced by said Ordinance and supplemental Resolution, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 144.

In the matter of the application of the Wellsboro Water Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Wellsboro, for furnishing water to said Borough for fire protection for a period of ten years. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Wellsboro Water Company, by petition in writing, for the approval of a certain written contract, dated the 27th day of April, 1914, between the said Wellsboro Water Company and the Borough of Wellsboro, for furnishing water to the said Borough for fire protection for a period of ten years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 145.

In the matter of the application of the Kittanning Electric Light Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Kittanning, for lighting the streets of the Borough for a period of five years. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Kittanning Electric Light Company, by petition in writing, for the approval of a certain written contract, dated the 15th day of May, 1914, between the said Kittanning Electric Light Company and the Borough of Kittanning, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 146.

In the matter of the application of the Edison Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Hallam, for lighting the streets of the Borough for a period of five years. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Edison Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 23rd day of March, 1914, between the said Edison Light and Power Company and the Borough of Hallam, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the said contract, hereto attached

MUNICIPAL CONTRACT DOCKET NO. 147.

In the matter of the application of the City of Erie, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said City and the Pennsylvania Railroad Company, for the construction and maintenance of a siding in said City, connecting with the garbage unloading station.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the City of Erie, by petition in writing, for the approval of a certain written contract, dated the 20th day of April, 1914, between the said City of Erie and the Pennsylvania Railroad Company, for the construction and maintenance of a siding in said City, connecting with the garbage unloading station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 148.

In the matter of the application of the Harrisburg Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the City of Harrisburg, for the installation, maintenance and lighting of sixteen ornamental standards in said City for a period of eight years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Harrisburg Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 16th day of May, 1914, between the said Harrisburg Light and Power Company and the City of Harrisburg, for the installation, maintenance and lighting of sixteen ornamental standards in said City, to be located at points mentioned in said contract, for a period of eight years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 149.

In the matter of the application of R. B. Meyers and the Borough of Arendtsville, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of two contracts between said Company and Borough, the first granting to the Company the right to construct, maintain and operate poles, wires, etc., on the streets of said Borough for supplying light, etc., by electricity, and the second for lighting the streets of the Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by R. B. Meyers and the Borough of Arendtsville, by petition in writing, for the approval of two certain written contracts, the first contract, as evidenced by an ordinance of the Borough of Arendtsville, approved the 11th day of May, 1914, with acceptance thereof, dated the 13th day of May, 1914, granting to the Company the right to construct, maintain and operate poles, wires, etc., on the streets of the Borough, for supplying light, etc., by electricity; and the second contract, dated the 11th day of May, 1914, for lighting the streets of the Borough for a period of five years, both said contracts being between said R. B. Meyers and the Borough of Arendtsville.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said contracts, as evidenced by said Ordinance, acceptance and agreement, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 150.

In the matter of the application of the Borough of Wilmerding, under Section 11, Article III, and Section 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Borough and the Pennsylvania Railroad Company, granting to the Borough the right to construct and maintain a cast-iron storm sewer across the tracks and right-of-way of the Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Wilmerding, by petition in writing, for the approval of a certain written contract, between said Borough and the Pennsylvania Railroad Company, dated the 18th day of March, 1914, granting to the Borough the right to construct and maintain a cast iron storm sewer across the tracks and right-of-way of the said Company, at a point 15,056 feet west from the junction of East Pittsburgh Branch with the Turtle Creek Branch of said Railroad Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said contract, hereto attached, subject to the following conditions: That this sewer shall not be used for other than storm and surface drainage, unless a permit be obtained from the Commissioner of Health of Pennsylvania.

MUNICIPAL CONTRACT DOCKET NO. 151.

In the matter of the application of George B. Galey, et al., under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Wampum, granting said Company the right to construct, maintain and operate main and supply pipes on the streets of the Borough for supplying natural and artificial gas.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by George B. Galey, et al., by petition in writing, for the approval of a certain written contract, as evidenced by an ordinance of said Borough, enacted the 31st day of December, 1913, certified as of the 15th day of June, 1914, between the said Company and the Borough of Wampum, granting to said Company the right to construct, maintain and operate main and supply pipes on the streets of the Borough for supplying natural and artificial gas.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said contract, as evidenced by Ordinance and acceptance thereof, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 152.

In the matter of the application of the Harrisburg Light and Power Company, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Company and the Borough of Dauphin, for lighting the streets of said Borough for a period of five years.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Harrisburg Light and Power Company, by petition in writing, for the approval of a certain written contract, dated the 27th day of May, 1914, between the said Harrisburg Light and Power Company and the Borough of Dauphin, for lighting the streets of the Borough for a period of five years.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the said contract, hereto attached.

MUNICIPAL CONTRACT DOCKET NO. 153.

In the matter of the application of the Township of Haverford, Delaware County, under Section 11, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a contract between said Township and the Philadelphia and Western Railway Company, granting to the Township the right to construct and maintain a cast-iron drain pipe across and under the tracks and along the right-of-way of the Railway Company, at a point near the west end of Haverford Station.

CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Township of Haverford, Delaware County, by petition in writing, for the approval of a certain written contract, dated the 9th day of May, 1914, between the said Township of Haverford and the Philadelphia and Western Railway Company, granting to the Township the right to construct and maintain a cast-iron drain pipe across and under the tracks and along the right-of-way of the Railway Company, at a point near the west end of Haverford Station.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of June, 1914, approves the said contract, hereto attached.

F

REPORT OF APPLICATIONS

FOR

• INCORPORATIONS, MERGERS, ABOLITION OF
GRADE CROSSINGS, ETC.



CERTIFICATES OF PUBLIC CONVENIENCE APPROVING INCORPORATIONS, MERGERS, ABOLITION OF GRADE CROSSINGS, ETC., AND CERTIFICATES OF VALUATION ISSUED BETWEEN JANUARY 1, 1914 AND JUNE 30, 1914.

The following applications for Certificates of Public Convenience were filed and determined by The Public Service Commission between January 1, 1914 and June 30, 1914, inclusive, and except where otherwise noted, Certificates of Public Convenience were issued without a special report and order of the Commission.

- No. 1—Borough of Butler—Report and Order filed.
- No. 2—Lehigh Navigation Electric Company.
- No. 3—Red Hill Gas Company.
- No. 4—Green Lane Gas, Fuel and Heat Company.
- No. 5—Montour Railroad Company.
- No. 6—Macungie Gas Company.
- No. 7—Macungie Gas and Fuel Company.
- No. 8—Fleetwood Gas and Fuel Company.
- No. 9—Perkiomen Gas and Fuel Company.
- No. 10—Citizens' Taxicab Company of Erie.
- No. 11—Consolidated Water Company—Report and Order filed.
- No. 12—Raystown Water Power Company—Report and Order filed.
- No. 13—Borough of Martinsburg.
- No. 14—Allegheny Auto Livery Company.
- No. 15—Easton and Western Railroad Company.
- No. 16—Lake Shore and Michigan Southern Railway Company.
- No. 17—Pittsburgh and Butler Street Railway Company, et al.
- No. 18—Borough of Richland.
- No. 19—Lancaster City Street Railway Company.
- No. 20—Farmers' Telephone Company.
- No. 21—West Easton Water Company.
- No. 22—Palmer Township Water Company.
- No. 23—Central Taxicab and Transfer Company of Reading, Pa.
- No. 24—Motor Transit Company, Inc.
- No. 25—Tarentum Auto Transit Company.
- No. 26—Bedford Electric Light, Heat and Power Company.
- No. 30—Raystown Water Power Company.
- No. 33—Foco Oil Company.
- No. 35—Shenandoah Valley Transportation Company.
- No. 36—Panther Valley Electric Light, Heat and Power Company.
- No. 37—Pennsylvania Railroad Company, et al.—Report and Order filed.
- No. 38—Montour Railroad Company.
- No. 39—Montour Railroad Company.
- No. 40—Montour Railroad Company.
- No. 41—Pennsylvania Railroad Company, et al.
- No. 42—The Bell Telephone Company of Pennsylvania.
- No. 43—The Bell Telephone Company of Pennsylvania.
- No. 44—Petroleum Telephone Company.
- No. 45—Hamilton Oil and Gas Company.
- No. 46—Coffee Run Oil and Gas Company.
- No. 47—Lansdale Ice and Storage Company.
- No. 48—Universal Ice and Cold Storage Company.
- No. 49—Beaver Natural Gas Company.
- No. 50—Peerless Oil and Gas Company.
- No. 51—Pennsylvania Utilities Company.
- No. 52—South Hills Transportation Company.
- No. 53—American Electric Light and Power Company, et al.
- No. 54—Kutztown Water Company.
- No. 55—The Bethlehem Electric Light Company.
- No. 56—The Pennsylvania Railroad Company.
- No. 57—The Gleasonston and Paddy's Run Railroad Company.
- No. 58—Eastern Pennsylvania Railways Company.
- No. 59—The Pennsylvania Railroad Company, et al.
- No. 60—Langhorne Electric Light and Power Company.
- No. 61—Penn-Green Gas Company.
- No. 62—The Bell Telephone Company of Pennsylvania.
- No. 63—Delaware, Lackawanna and Western Railroad Company.

- No. 65—Pennsylvania Railroad Company, et al.
- No. 66—Auburn Electric Light, Heat and Power Company, et al.
- No. 68—Cementon Electric Light and Power Company.
- No. 70—Lehigh County Electric Company.
- No. 71—Lancaster and Berks Railway Company.
- No. 72—The Blue Mountain Consolidated Water Company.
- No. 73—The Heirs of John Murrin, Deceased.
- No. 74—York, Hanover and Frederick Railroad Company, et al.
- No. 75—Springboro Independent Telephone Company.
- No. 76—Butler-Highfields Water Company.
- No. 77—Buffalo, Rochester and Pittsburgh Railway Company.
- No. 78—Hanover Water Company of Lehigh County.
- No. 79—Bethlehem Water Company.
- No. 80—Coaldale Electric Company.
- No. 81—Eastern Pennsylvania Railways Company.
- No. 82—Ephrata and Lebanon Traction Company.
- No. 83—Ephrata and Lebanon Street Railway Company.
- No. 84—The Bell Telephone Company of Pennsylvania, et al.
- No. 85—The Pennsylvania Railroad Company, et al.
- No. 86—The Pennsylvania Railroad Company.
- No. 87—Bethlehem City Water Company.
- No. 88—Elizabethtown and Deodate Street Railway Company.
- No. 89—Deodate and Hershey Street Railway Company.
- No. 90—Elizabethtown and Deodate Street Railway Company.
- No. 92—Lehigh and New England Railway Company.
- No. 97—Elizabethtown and Deodate Street Railway Company.
- No. 98—Deodate and Hershey Street Railway Company.

DISPOSITION BY COMMISSION OF APPLICATIONS FOR CERTIFICATE OF PUBLIC CONVENIENCE.

APPLICATION DOCKET NO. 1.

The petition of the Borough of Butler for the issuance of a Certificate of Public Convenience approving the location and erection of a Viaduct in the Borough over the tracks and facilities of the Baltimore and Ohio Railroad Company and the Bessemer and Lake Erie Railroad Company, and the apportioning of the cost of the construction of such Viaduct.

REPORT.

Pennypacker, Commissioner:

The Borough of Butler situated in the County of Butler has a population of about twenty-five thousand. The Conoquenessing Creek flowing through a narrow valley between rather high hills divides the town into two parts. Upon the north side live about twenty thousand people, and upon the south side five thousand. Center Avenue is the principal thoroughfare, and crossing the creek, it connects the two parts of the borough.

The double track main line of the Pittsburgh, Bessemer and Lake Erie Railroad Company, operated by the Bessemer and Lake Erie Railroad Company, crosses Center Avenue at grade, and runs immediately north of the Creek. This railroad does a large freight business, and trains running east and west across Center Avenue at frequent intervals both day and night.

The main track and two sidings of the Pittsburgh and Western Railroad Company, operated and owned by the Baltimore and Ohio Railroad Company, cross Center Avenue at grade a short distance south of the Creek. All of the passenger and freight trains of the Northern Division of the Baltimore and Ohio Railroad Company, all of the passenger and freight trains of the Buffalo, Rochester and Pittsburgh Railroad Com-

pany, and the passenger trains of the Bessemer and Lake Erie Railroad Company cross Center Avenue during the day and night. Cars and trains from the yards of the Baltimore and Ohio Railroad Company, which lie directly to the east of Center Avenue, are daily shifted over this crossing. The Butler Passenger Railway Company, or its successor, the Pittsburgh and Butler Passenger Railway Company, has tracks in the streets in both parts of the Borough, but has no tracks on Center Avenue which cross the railroads or the creek.

At an election held November 17th, 1911, the electors of the Borough of Butler authorized the municipal authorities to increase its indebtedness in the sum of \$90,000.00 for the purpose of constructing an elevated street or highway from the end of East Wayne Street at McKean Street, an extension of Center Avenue on the north side of the Creek, to Fairview Avenue on the south side of the Creek, and along Fairview Avenue to Center Avenue. Thereupon the municipal authorities by ordinance enacted June 4th, 1912, ordained the opening of a public street from the eastern end of East Wayne Street in the Borough of Butler to a point on Fairview Avenue, north of Center Avenue, of the width of forty-five feet, including footways, to cross the rights of way of the above mentioned railroads, and to be an elevated public street having a clearance "of at least twenty-seven feet over the rails of the Pittsburgh, Bessemer and Lake Erie Railroad, and at least twenty-two feet over the rails of the Pittsburgh and Western Railroad" and "to be supported on pedestals set in pairs."

The petition of the borough of Butler set forth the above facts, *inter alia*, and alleged that the proposed structure was in accordance with a survey of the Borough engineer and plans submitted to the Commission, that the estimated cost of the entire improvement exclusive of damages to private property is \$89,914.56, that the damages to private property will not be in excess of \$10,000.00, that the Borough had been unable to come to an agreement with the railroad companies and the street railway company affected, and that "the proposed highway is necessary for the accommodation of the public, and will provide a safe, easy and convenient means of travel between the two parts of the Borough, and will practically eliminate all of the travel over the railroad grade crossings on Center Avenue, excepting vehicle travel to and from the Baltimore and Ohio freight depot."

The petition then prayed the Commission to issue a Certificate of Public Convenience for the proposed highway, to approve the route, plans, and form of construction not to exceed fifty feet in width, to approve the provision of the ordinance providing the terms and manner in which a street railway or trolley company may cross and use the highway, and to decree that one-half of the cost of the structure be paid by the railroads.

The Pittsburgh and Western, the Baltimore and Ohio, the Pittsburgh, Bessemer and Lake Erie, and the Bessemer and Lake Erie Railroad Companies made answer, setting forth *inter alia* that there were several other better and less injurious locations for said viaduct, that the proportion of cost they were asked to pay is unjust and unreasonable, that inasmuch as no grade crossing is abolished over said railroads or any of them, and only an additional burden is imposed, they should not be required to contribute anything, that the County of Butler should be made a party and be required to contribute, and that the petition is incomplete and defective.

The Butler Passenger Railway Company made answer setting forth in substance that it already had the right by ordinance to occupy any street or highway, that the limitations in the ordinance to be imposed on it are illegal, and that the payments required by the ordinance to be paid by it are unreasonable.

The Borough of Butler subsequently filed an amendment to its petition, asking leave to make the County of Butler a party Respondent, to which the County filed an answer denying the right of the Borough to require it to become a party to the proceeding.

The Commission, in an effort to reach a correct solution of what is conceded to be a difficult and complicated situation, held three hearings, at no one of which did any of the Respondents present testimony. It sent its Engineer to the Borough of Butler, and he made to it an elaborate written report. Two members of the Commission went to Butler and made a personal examination of the situation.

The town of Butler is built upon rather high hills, and is divided into two parts by the creek running through a narrow valley, along which are the railroad tracks. The crossing at Center Avenue is a dangerous and much obstructed grade crossing, so much so, that the Butler Passenger Railway Company has never laid tracks to run between the two parts of the town.

The proposed elevated structure is an attempt after years of effort and consultation to solve the difficulty. As shown by the plans filed with the Commission, it will be laid out approximately parallel with Center Avenue from a point in McKean Street, a continuation of Center Avenue in the north part of the town, to a point on Center Avenue in the south part of the town. Where it crosses the railroads at an elevation, it will be about one hundred and fifty feet east of Center Avenue.

Some light upon the value of the proposition is given by the conduct of the parties. The Pittsburgh and Western Railroad Company and the Baltimore and Ohio Railroad Company operating the Pittsburgh and Western Railroad, filed a bill in equity in the Court of Common Pleas of Butler County to restrain the proposed construction, and the Court refused the injunction asked. The Supreme Court, on appeal, affirmed the decree.

The Pittsburgh, Bessemer and Lake Erie Railroad Company and the Bessemer and Lake Erie Railroad Company, after having filed an answer to the petition of the Borough of Butler, came before the Commission with a subsequent petition, in which they say that "after investigating the Butler situation and having due regard for the interests of the Borough of Butler and of your petitioners, and after giving due consideration and study to the problems presented, and having in mind a comprehensive plan for taking care of the other crossings in said Borough, are of the opinion that the elevated street which the Borough of Butler proposes to construct and for which it now asks this Commission to issue a Certificate of Public Convenience, is the best solution of the situation, is one step in a comprehensive plan for eliminating the grade crossings in the Borough of Butler."

Counsel for the Butler Passenger Railway Company, at the hearing agreed that the Company would not take any advantage of its right, should such right exist, to cross the structure by virtue of preceding ordinances, and said, "we are willing to submit ourselves to the Commission on the sole question as to the proportion of the cost of the structure which is to be placed on our company."

It is true that the proposed construction does not do away entirely with the grade crossing at Center Avenue, but it is averred in the petition of the Borough and not denied, that this crossing will be practically eliminated. The testimony was that "It would take practically all of the pedestrian travel away from Center Avenue and take it over this structure, and it would take a great percentage of the freight traffic from crossing the Bessemer." And again: "It would practically eliminate almost all the travel on Center Avenue with the exception of those going down to the Bessemer depot, because the others would all go over the viaduct."

The proposed construction, should it be carried into effect, will be of great benefit to the citizens of the Borough, since it will furnish them with a means of access and transportation between the two parts of the town without the necessity of crossing the railroads at grade. It will be of benefit to the Butler Passenger Railway Company, for the reason that it will enable that Company to connect its now several tracks, and must increase its opportunity to furnish facilities for the traveling public. It will be of great benefit to the railroads, because to a large extent the dangers, inconveniences, and liability to damages existing at the grade crossing at Center Avenue, the main avenue of the town, will be removed.

An effectual means of eliminating all of the grade crossings in Butler would be to require the railroads to elevate all of their tracks. When this suggestion was made by the Commission at the hearing, it was vigorously opposed by counsel of the railroads upon the grounds that the enormous expense to them would make the plan practically impossible. The topography of the ground at this place is such, that the elevation of the tracks would require a long distance. The cost, it is estimated, would be over \$2,000,000.00.

After giving careful consideration to the whole subject and duly weighing the advantages and disadvantages, it is the opinion of the Commission that the plans and specifications for the construction of the viaduct ought to be approved, and the Certificate of Public Convenience ought to be issued, and that the Borough of Butler proceed with and complete the work in accordance with the plans and specifications.

The Act of July 26th, 1913, provides in Article V, Section 12, that the Commission shall have exclusive power "to order any crossing aforesaid, now existing or hereafter constructed at grade, or at the same or different levels, to be relocated or altered, or to be abolished, according to plans and specifications to be approved, and upon just and reasonable terms and conditions to be prescribed by the Commission."

It further provides in another paragraph of the same section "The expense of the said construction, relocation, alteration, or abolition of any such crossing, shall be borne and paid, as hereinafter provided, by the public service company or companies or municipal corporations concerned, or by the Commonwealth, either severally or in such proper proportions as the Commission may, after due notice and hearing, in due course, determine, unless the said proportions are mutually agreed upon and paid by those interested as aforesaid."

In the present case, the parties, as appears from the record, have been unable to agree upon their respective proportions of the expense. The Commission gave to them due notice and held three hearings, offering to them and each of them the opportunity to present what they might consider to be important for their interest and welfare in respect to this and the other features of the ease. It therefore, under the statute, becomes the duty of the Commission to determine this question of expense.

The Commission has failed to find any sufficient ground upon which the County of Butler could be required to pay any part of such expense, and as to the County, the case is dismissed.

It is the opinion of the Commission that the expenses consisting of the cost of construction, the damages, if any, that may be awarded to adjacent property owners, and all other necessary expenses, if there be any, ought to be borne and paid in the following proportions, to wit:

Thirty (30%) per cent. to be paid by the Borough of Butler.

Thirty (30%) per cent. to be paid by the Pittsburgh and Western Railroad Company, and the Baltimore and Ohio Railroad Company, jointly or severally.

Thirty (30%) per cent. to be paid by the Pittsburgh, Bessemer and Lake Erie Railroad Company, and the Bessemer and Lake Erie Railroad Company, jointly or severally.

Ten (10%) per cent. to be paid by the Butler Passenger Railway Company, or its successor, the Pittsburgh and Butler Passenger Railway Company: Provided, however, that this ten (10%) per cent. may be settled upon the basis of tolls to be paid by the Butler Passenger Railway Company to the Borough of Butler, upon such terms as shall be mutually satisfactory to them, should the Borough and the Railway Company be able to make such an agreement.

ORDER.

This case being at issue upon petition and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed of record a report containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof:

Now, to-wit, June 16, 1914, it is ordered: That the borough of Butler proceed with and complete the work of constructing a viaduct in the said Borough, over the tracks of the Baltimore and Ohio Railroad Company and the tracks of the Bessemer and Lake Erie Railroad Company, in accordance with the plans and specifications filed with the Commission, and referred to in the above report:

That the expenses of said construction, consisting of the cost of construction, the damages, if any, that may be awarded to adjacent property owners, and all other necessary expenses, if there be any, be borne and paid in the following proportions, to-wit:

Thirty (30%) per cent. to be paid by the Borough of Butler.

Thirty (30%) per cent. to be paid by the Pittsburgh and Western Railroad Company, and the Baltimore and Ohio Railroad Company, jointly or severally.

Thirty (30%) per cent. to be paid by the Pittsburgh, Bessemer and Lake Erie Railroad Company, and the Bessemer and Lake Erie Railroad Company, jointly or severally.

Ten (10%) per cent. to be paid by the Butler Passenger Railway Company, or its successor, the Pittsburgh and Butler Passenger Railway Company: Provided, however, that this ten (10%) per cent. may be settled upon the basis of tolls to be paid by the Butler Passenger Railway Company to the Borough of Butler, upon such terms as shall be mutually satisfactory to them, should the Borough and the Railway Company be able to make such an arrangement.

That a Certificate of Public Convenience issue in accordance with this Order.

In accordance with the foregoing order the following Certificate was issued:

BY THE COMMISSION:

In the matter of the application of the Borough of Butler under Section 5, Article 3, and Sections 18 and 19 of Article V of The Public Service Company Law for the approval of the construction of a viaduct from East Wayne Street to Fairview Avenue in the Borough of Butler. } **CERTIFICATE
OF
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Butler by petition, in writing, dated the 19th day of January, 1914, for the approval of the location and construction of a viaduct from East Wayne Street to Fairview Avenue in said Borough, across the tracks and facilities of the Pittsburgh & Western Railway Company, operated by the Baltimore & Ohio Railroad Company, and the Pittsburgh, Bessemer and Lake Erie Railroad Company, operated by the Bessemer and Lake Erie Railroad Company; and also for an order apportioning the cost of the construction of said viaduct.

The Commission now, after investigation and hearing, finds and determines, in the opinion filed, that the approval of this application is proper for the service, accommodation, convenience or safety of the public, approves the construction of the said viaduct in accordance with the plans and specifications on file in this office, directs that the Borough of Butler proceed with and complete the work of said construction, and also apportions the cost of the construction of said viaduct in the manner specified in the order of the Commission hereto attached and made part of this certificate.

In testimony whereof, The Public Service Commission of the Commonwealth of Pennsylvania has caused these presents to be sealed, duly attested by its Secretary, in its office in the City of Harrisburg, this 16th day of June, 1914.

APPLICATION DOCKET NO. 2.

In the matter of the application of the Lehigh Navigation Electric Company for the approval of a proposed crossing of the tracks and facilities of the Slate Belt Electric Railway Company and of the Pennsylvania Utilities Company, near Belfast, Plainfield Township, Northampton County. } **CERTIFICATE
OF
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lehigh Navigation Electric Company by petition in writing, dated the 27th day of January, 1914, and supplemental petition, dated the 5th day of February, 1914, for a Certificate of Public Convenience evidencing the Commission's approval of a proposed crossing of the tracks and facilities of the Slate Belt Electric Railway Company and one of the Pennsylvania Utilities Company near Belfast, Plainfield Township, Northampton County, and the Pennsylvania Utilities Company having protested against the said proposed crossing:

The Commission, after investigation and public hearing, finds, determines and certifies that the approval of said application is proper for the safety of the public, and accordingly hereby, on this 28th day of March, 1914, approves the said proposed crossing to be constructed and maintained in accordance with the plan and specifications attached to the petition, provided however, that such crossing be constructed and maintained in accordance with the following modifications of said plan and specifications and in accordance with the following conditions:

1. The existing towers supporting the crossing-span proposed, (they being denominated on the plan as Tower No. 19 and Tower No. 20,) shall be changed in location. Tower No. 19 shall be moved eastward to within ten feet of the westerly line of the highway, and Tower No. 20 shall be moved westward to within ten feet of the easterly line on the highway, thereby providing for the horizontal clearance between the base of the said towers of approximately fifty-seven feet.

2. The said towers supporting the crossing-span shall be of such height as to give a vertical clearance of ten feet between the lowest wire of the Lehigh Navigation Electric Company's lines, and the highest wire of the Pennsylvania Utilities Company's line, as it existed prior to January 25, 1914, on or about which time two temporary poles were erected and wires were strung at said crossing by the Pennsylvania Utilities Company, which said wires are approximately on a level with and obstruct the crossing-span of the Lehigh Navigation Electric Company, hereby and herein approved, which said wires are to be taken down and replaced at the same level as they were prior to January 25th, 1914.

3. The adjoining span on each side of the crossing-span shall be in a straight line with said crossing-span, but on a line to the east and about half way between Tower No. 20 and Tower No. 21, shall be erected and maintained a flexible "A" frame tower, similar in design and construction to other flexible towers now installed along said line.

4. If at any time in the opinion of the Public Service Commission of the Commonwealth of Pennsylvania, it is desirable or necessary to raise the height of the towers, or to change the span, or to make any other alterations or improvements at or in connection with said crossing of the transmission lines of the Lehigh Navigation Electric Company with the transmission lines of the Pennsylvania Utilities Company, at the crossing hereby and herein approved, then the Lehigh Navigation Electric Company shall forthwith make such changes or improvements as The Public Service Commission of the Commonwealth of Pennsylvania may advise or approve.

A copy of the said revised plan is herewith attached and made a part of this Certificate.

In testimony whereof, The Public Service Commission of the Commonwealth of Pennsylvania has caused these presents to be sealed, duly attested by its Secretary, at its office in the City of Harrisburg, this 28th day of March, 1914.

(This case was appealed to the Court of Common Pleas of Dauphin County to No. 29, Commonwealth Docket, 1914, and no decision has yet been rendered by said Court.)

APPLICATION DOCKET NO. 3.

In the matter of the application of the Red Hill Gas Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law for the approval of the incorporation of said public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Red Hill Gas Company, by petition in writing, dated the 10th day of February, 1914, for the approval of the incorporation of the Red Hill Gas Company, the character and object of which is the manufacture and supply of gas for light only, to the public, in the Boroughs of Red Hill, Green Lane, East Greenville, Pennsburg and the Townships of Upper Hanover and Marlborough, all in the County of Montgomery, State of Pennsylvania, such persons and partnerships and corporations residing therein or adjacent thereto as may desire the same.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 20th day of February, 1914, approves said corporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 4.

In the matter of the application of the Green Lane Gas, Fuel and Heat Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of the Public Service Company Law for the approval of the incorporation of said public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Green Lane Gas, Fuel and Heat Company, by petition in writing, dated the 10th day of February, 1914, for the approval of the incorporation of the Green Lane Gas, Fuel and Heat Company, the character and object of which is the manufacture and supply of gas for heat and fuel to the public of the Boroughs of Red Hill, East Greenville, and Pennsburg, Green Lane and the Townships of Upper Hanover and Marlborough, all in the County of Montgomery, State of Pennsylvania, such persons and partnerships and corporations residing therein or adjacent thereto as may desire the same.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 20th day of February, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 5.

In the matter of the application of the Montour Railroad Company, under Section 5, Article III, Sections 12, 18 and 19, Article V of The Public Service Company Law, for permission to cross a public road at grade with its track in Cecil Township, Washington County.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Montour Railroad Company, by petition in writing, dated the 22nd day of January, 1914, for permission to cross a public road at grade with its track, on the land of Edward Antill, et al., near the village of Venice, in Cecil Township, Washington County, and protest being made by the Township of Cecil against granting a grade crossing and it appearing to the Commission that an overhead crossing having a width of sixteen feet and a vertical clearance of eleven feet can be constructed at the intersection of said public road and said Montour Railroad, which overhead crossing has been agreed to by the Township of Cecil by an agreement between the Supervisors of said Township and the said Montour Railroad Company, dated the 19th day of February, 1914.

The Commission now, after investigation and hearing, determines that the granting of the overhead crossing is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of February, 1914, approves and grants permission to said Montour Railroad Company to cross said road with an overhead crossing in accordance with aforesaid agreement and the plans and specifications on file in this office.

APPLICATION DOCKET NO. 6.

In the matter of the application of Macungie Gas Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Macungie Gas Company, by petition in writing, dated the second day of March, 1914, for the approval of the incorporation of the Macungie Gas Company, the character and object of which is the manufacture and supply of gas for light only to the public in the Borough of Macungie and the Townships of Upper Macungie, Lower Macungie, Upper Milford and Lower Milford, Lehigh County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 7th day of April, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 7.

In the matter of the application of Macungie Gas and Fuel Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Macungie Gas and Fuel Company, by petition in writing, dated the second day of March, 1914, for the approval of the incorporation of the Macungie Gas and Fuel Company, the character and object of which is the manufacture and supply of gas for heat and fuel to the public in the Boroughs of Macungie and Emaus and the Townships of Upper Macungie, Lower Macungie, Upper Milford and Lower Milford, Lehigh County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 7th day of April, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 8.

In the matter of the application of the Fleetwood Gas and Fuel Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Fleetwood Gas and Fuel Company, by petition in writing, dated the 2nd day of March, 1914, for the approval of the incorporation of the Fleetwood Gas and Fuel Company, the character and object of which is the

manufacture and supply of gas for heat and fuel to the public in the Borough of Fleetwood and the Townships of Herford, Rockland, Richmond, Washington, District and Ruscombmanor, Berks County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 7th day of May, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 9

In the matter of the application of the Perkiomen Gas and Fuel Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company.	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Perkiomen Gas and Fuel Company, by petition in writing, dated the 2nd day of March 1914, for the approval of the incorporation of the Perkiomen Gas and Fuel Company, the character, object and purpose of which is the manufacture and supply of gas for heat and fuel to the public in the Boroughs of Trappe and Collegeville and the Townships of Douglass, New Hanover, Frederick, Upper Salford, Lower Salford, Perkiomen, Upper Providence and Lower Providence, Montgomery County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 7th day of May, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 10.

In the matter of the application of the Citizens Taxicab Company of Erie, under Section 2 (a), Article III, and Sections 18 and 19, Article V of the Public Service Company Law, for the approval of the incorporation of said public service company.	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Citizens Taxicab Company of Erie, by petition in writing, dated the sixth day of February, 1914, for the approval of the incorporation of the Citizens Taxicab Company of Erie, the character and object of which is buying, selling, owning, leasing, storing, repairing and operating of taxicabs and automobiles, and conducting a general garage, taxicab and transfer service, together with the selling of all automobile accessories in Erie County, Pennsylvania.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 17th day of February, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 11.

In re petition of the Consolidated Water Company for process to prevent the Borough of Coudersport from constructing and operating a water plant in said Borough without obtaining the approval of the Commission.

REPORT.

Johnson, Commissioner:

The Borough of Coudersport, Potter County, Pennsylvania, is now, and since October 15th, 1906, has been supplied with water for domestic and other uses by the Consolidated Water Company which was formed by the union of the East Coudersport Water Company, chartered July 26th, 1900, and the Citizens Water Company which was incorporated February 16th, 1882.

The Consolidated Water Company, under date of January 29th, 1914, has petitioned the Public Service Commission of Pennsylvania to "request the Attorney General of this Commonwealth, pursuant to the provisions of Section 34 of said Act, (Article VI of the Public Service Company Law) to proceed in the name of the Commonwealth by injunction, or other appropriate remedy at law or equity, to restrain the Borough of Coudersport, its officers, and employees, contractors, sub-contractors and lessees, from proceeding to acquire, construct or begin to operate any plant, equipment or other facilities for the purpose of furnishing water to said Borough or to the public in territory of the Borough of Coudersport without first obtaining the approval of this Commission therefor."

In support of the petition it was contended by the petitioner in the hearing held by the Commission that the Borough of Coudersport had not begun the construction of a water plant prior to January 1st, 1914, and that, not having secured the "written permit to be obtained from the Commissioner of Health" of the Commonwealth in accordance with the requirements of Section 3 of the Act approved April 2nd, 1905, entitled "An Act to preserve the purity of the waters of the State, for the protection of the public health," the Borough could not legally have begun the construction of the water plant prior to January 1st, 1914.

Inasmuch as the decision of this case hinges upon whether the Borough of Coudersport had actually and legally begun the construction of a water plant before January 1st, 1914, it will be well to state what action had been taken prior to that date by the Council and officers of the Borough.

It appears that the Respondent, the Borough of Coudersport, on the 18th day of November, 1912, employed Witmer and Brown, engineers with offices in Buffalo, New York, to locate a source for the supply of water for the Borough and to prepare plans for a water works system; and on February 15th, 1913, Witmer and Brown reported that the Borough could secure water from "Springs tributary to Nelson Run about four miles from the eastern corporation line of the Borough." The water was to be supplied by a gravity system at an estimated cost of \$48,000 exclusive of real estate. This report of February 15th, 1913, also gives a preliminary estimate of the cost (\$43,000 exclusive of real estate) of securing for the Borough a supply of water pumped from wells to be sunk on land adjacent to the corporation limits.

April 21st, 1913, the Council of the Borough adopted an ordinance (No. 200) providing for the submission to the electors of the Borough on the 24th of June, 1913, of a proposal to increase the indebtedness of the Borough in the sum of \$50,000 "for the purpose of procuring or erecting a water system for said Borough." At the election held on the 24th day of June, the proposed bond issue was approved by a vote of 278 ayes and 77 noes, whereupon steps were taken by the Borough officials to secure from George W. Daniels and Milton J. Potter, owners of the springs tributary to Nelson Run, control of the water flowing from the Springs. Bond in the sum of \$3,000 was on the 28th of June 1913, tendered to Messrs. Daniels and Potter to compensate them for damages. This bond not being acceptable to the said Daniels and Potter, the counsel of the Borough of Coudersport, July 10th, 1913, secured from the Court of Common Pleas of Potter County a decree approving the bond, and ordering it to be filed for the benefit of Daniels and Potter. The plan of securing water from these springs was, however, soon abandoned, it having become evident during the dry weather of the summer of 1913 that the springs would not afford an adequate supply of water.

The plan of securing water from the aforesaid springs having been given up, the Borough Council by ordinance (No. 201), approved September 15th, 1913, authorized the Burgess and Secretary "to enter into

such contract for drilling such test water wells" and "to enter into such contract for sites for test wells as the Council may approve" ——— "said contract to be in the nature of an option for well and pump house sites at a rental of not exceeding \$50 per year if the Borough elects to exercise the option, and not exceeding \$20 damages per well if the test wells drilled thereunder are abandoned." On the 4th of October, 1913, a contract was made with Julius S. Colcord giving the Borough the right to enter upon the lands belonging to Colcord within and adjacent to the Borough limits to "drill thereon one or more test wells, and explore for a supply of water for the municipal water system." A test well was sunk, a pump house site not far from the well was staked out, and a pipe four inches in diameter was laid from the test well to the pump house site seventy feet distant.

On the 3rd of November, 1913, the Borough passed an ordinance (No. 202), which was approved by the Burgess on the 8th of November, providing for the issue of \$50,000 of bonds, as authorized by the election held the 24th of June, 1913, "for the purpose of procuring or erecting a water system for said Borough," but upon November 29, 1913, before the bonds had been issued, the Court of Common Pleas of Potter County, upon petition of Robert P. Knight and Roscoe S. Bush, granted a preliminary injunction restraining the Borough Treasurer "from selling the said bonds and applying the proceeds thereof for the purpose of procuring and erecting a water system for the said Borough." The preliminary injunction was continued until January 30th, 1914. The injunction was dissolved one day after the petition was made to The Public Service Commission by the Consolidated Water Company to request the Attorney General of the Commonwealth to take steps to prevent the Borough of Coudersport from erecting a water plant without first securing from The Public Service Commission a Certificate of Public Convenience.

It is provided by Article III, Section 3, Clause (d) of the Public Service Company Law of July 26th, 1913, which requires municipalities to secure the approval of The Public Service Commission before beginning the construction of a municipal public utility that "any municipal corporation which, at the time this Act becomes effective (which was January first, 1914) has, by authority of law, in process of construction any such plant for the rendering or furnishing to the public of any such service, may proceed with and complete the said construction, and begin to operate the same, without the aforesaid approval of the Commission first had and obtained."

Did the Borough government of Coudersport have on the first of January, 1914, "by authority of law, in process of construction" a municipal water works plant? Prior to January first, 1914, an option had been secured from the owners of a tract of land giving the Borough the right to sink wells; one test well had been dug; a pump house site had been staked out; a four inch pipe seventy feet in length had been laid from the test well to the pump house site; but no definite or complete plans of the proposed water works had been worked out, no bonds had been issued to secure funds to construct the works, no contracts had been let for the execution of the work, and no chemical analysis had been made by or for the Borough of the water from the proposed source of supply. It is apparent that the steps taken by the Borough of Coudersport prior to January first, 1914, to secure a municipal water works plant had been of a preliminary character such as would ordinarily precede the beginning of the actual construction of the works.

No permit for the construction of a water works plant had been secured by the Borough from the Commissioner of Health of the Commonwealth prior to January first, 1914.

Section 3 of the Act of April 2nd, 1905, "to preserve the purity of the waters of the State, for the protection of the public health," stipulates that "No municipal corporation, private corporation, company, or individual shall construct water works for the supply of water to the public within the State, or extend the same, without a written permit, to be obtained from the Commissioner of Health."

It is contended by counsel for the Respondent that—

"It was necessary for the Borough to develop a supply (of water) before it could apply for approval (of the Commissioner of Health) . . .

. . . In proceeding further without the Commissioner's approval the Borough authorities were but risking his disapproval and not acting contrary to law. The penalty of the third section of the Act of 1905 is imposed upon the completed plant and its operation without permission."

This is too strained an interpretation of the Act of April 2nd, 1905, to be accepted. Section three of that law goes farther than to prohibit a municipal or other corporation to supply water to the public without a permit from the Commissioner of Health. The Act stipulates that no water works for the supply of water to the public within the State shall be constructed without a written permit from the Commissioner, and

the law thus seems clearly to make it impossible for a borough government lawfully to devote public funds to the construction of a water works plant without having obtained a written permit from the Commissioner of Health of the Commonwealth. Inasmuch as this permit was not secured by the Borough officials prior to January first, 1914, it must be concluded that the Borough of Coudersport did not have a water works plant, "by authority of law, in process of construction" on the first day of January, 1914. If it now be the intention of the Borough to construct a water works plant, it must, before undertaking the work, apply to The Public Service Commission of the Commonwealth for its approval in accordance with the provisions of The Public Service Company Law, approved July 26th, 1913.

ORDER.

And now, to wit, April 22nd, 1914, the above finding, determination and opinion of Commissioner Johnson is concurred in, and the Commission will enforce compliance with the provisions of The Public Service Company Law in this case in the manner therein provided.

APPLICATION DOCKET NO. 12.

In the matter of the proposed crossing of the structures and facilities of the Penn Central Light and Power Company by the structures and facilities of the Raystown water Power Company in the Borough of Mt. Union, Huntingdon County.

ORDER.

And now, to wit, March 5th, 1914, after hearing and consideration by the Commission, it is determined and ordered that a Certificate of Public Convenience be issued approving the proposed construction of a crossing as set forth in the notice and accompanying plans and specifications filed by the Raystown Water Power Company with the Commission, provided, however, that said crossing shall be used for the purpose of transmitting electric current for the furnishing of power only and not for the furnishing of light, for the reason that the Commission's approval of the ordinance of said Borough of Mt. Union of December 13th, 1913, amending the ordinance of said Borough of July 16th, 1913, granting said Raystown Water Power Company certain rights, powers, franchises and privileges for the purpose of furnishing light in said Borough, has not been applied for and obtained, as required by the Public Service Company Law.

In accordance with the foregoing order the following certificate was issued:

In the matter of the proposed crossing of the structures and facilities of the Penn Central Light and Power Company by the structures and facilities of the Raystown Water Power Company in the Borough of Mt. Union, Huntingdon County.	}	CERTIFICATE OF PUBLIC CONVENIENCE
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Notice, with accompanying plans and specifications, being given to the Penn Central Light and Power Company of the proposed crossing of the structures and facilities of said Company by the structures and facilities of the Raystown Water Power Company in the Borough of Mt. Union, Huntingdon County, (a copy of said notice being filed with the Commission) and the Penn Central Light and Power Company having protested against said proposed crossing.

The Commission, after investigation and hearing, having filed its opinion, in conformity with which permission is hereby on the 5th day of March, 1914, granted to said Raystown Water Power Company to cross the structures and facilities of the Penn Central Light, Heat and Power Company in the Borough of Mt. Union, Huntingdon County, with its facilities, in accordance with the notice and accompanying plans and specifications on file in this office, provided, however, that said crossing shall be used for the purpose of transmitting electric current for furnishing of power only and not for the furnishing of light.

APPLICATION DOCKET NO. 13.

In the matter of the application of the Borough of Martinsburg, under Section 3 (d), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase of the plant, property, right, powers and franchises of the Martinsburg Water Company. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Martinsburg, by petition in writing, dated the 14th day of February, 1914, for the approval of the purchase of the plant, property, right, powers and franchises of the Martinsburg Water Company, in accordance with and upon the terms set forth in the agreement attached to the said petition.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of February, 1914, approves the said proposed purchase in the manner and upon the terms set forth in said agreement and petition on file in this office.

APPLICATION DOCKET NO. 14.

In the matter of the application of the Allegheny Auto Livery Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Allegheny Auto Livery Company, by petition in writing, dated the 10th day of March, 1914, for the approval of the incorporation of the Allegheny Auto Livery Company, the character and object of which is to establish, maintain and operate an automobile livery, acquire, lease, own, store, hire, operate and sell automobiles and auto vehicles and transport persons and property, or either, therein, for hire, and operate and maintain automobile transit lines.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 19th day of March, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 15.

In the matter of the application of the Easton and Western Railroad Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company, the purpose of which is to construct or maintain and operate a railroad from Easton, Pa., to Hope's Lock, Pa. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Easton and Western Railroad Company, by petition in writing, dated the 10th day of March, 1914, for the approval of the incorporation

of the said Easton and Western Railroad Company, the purpose of which is to construct, maintain and operate a railroad from Easton, Pennsylvania, to Hope's Lock, Pennsylvania.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 19th day of March, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Articles of Association.

APPLICATION DOCKET NO. 16.

In the matter of the application of the Lake Shore and Michigan Southern Railway Company, under Section 5, Article III, Sections 12, 18 and 19, Article V of The Public Service Company Law, for permission to construct at grade a switch across Poplar Street in the City of Erie.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lake Shore and Michigan Southern Railway Company, by petition in writing, dated the 17th day of February, 1914, for permission to construct, at grade, a switch across Poplar Street in the City of Erie.

The Commission now, after investigation and hearing, determines that the granting of permission for the construction at grade of a switch across Poplar Street in the City of Erie is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 19th day of March, 1914, approves and grants permission to the said Lake Shore and Michigan Southern Railway Company to construct at grade a switch across Poplar Street in the City of Erie, in accordance with the plans and specifications on file in this office.

APPLICATION DOCKET NO. 17.

In the matter of the application of the Pittsburgh & Butler Street Railway Company, and the Butler Passenger Railway Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the merger and consolidation of said Companies.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pittsburgh and Butler Street Railway Company, and the Butler Passenger Railway Company, by petition in writing, dated the 28th day of February, 1914, for the approval of the contract of merger and consolidation between the said Pittsburgh and Butler Street Railway Company and the said Butler Passenger Railway Company, under the terms and conditions as set forth in said contract or agreement of consolidation and merger.

The Commission now, after investigation and hearing, determines that the granting of this application is proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of March, 1914, approves the said merger and consolidation, and directs that this Certificate of Public Convenience be attached to the joint Agreement of Consolidation and Merger.

APPLICATION DOCKET NO. 18.

In the matter of the application of the Borough of Richland, under Section 3 (d), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase of the plant, property, rights, powers and franchises of the Richland Water Company. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Borough of Richland, by petition in writing, dated the 7th day of March, 1914, for the approval of the purchase of the plant, property, rights, powers and franchises of the Richland Water Company by the said Borough, in accordance with and upon the terms set forth in the agreement attached to said petition.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 19th day of March, 1914, approves the said proposed purchase in the manner and upon the terms set forth in said agreement and petition on file in this office.

APPLICATION DOCKET NO. 19.

In the matter of the application of the Lancaster City Street Railway Company, under Section 3 (2), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of an amendment or supplement to the charter of said Company. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lancaster City Street Railway Company, by petition in writing, dated the 16th day of March, 1914, for the approval of an amendment or supplement to the charter of the said Lancaster City Street Railway Company, granting to the said Company an extension or branch of the said Lancaster City Street Railway Company upon the following route: Beginning at a point on Chestnut Street west of Ann Street in the City of Lancaster, Pennsylvania; thence by curve to said Ann Street, thence along the middle of said Ann Street to King Street, thence by a curve connecting with the present tracks of the said Lancaster City Street Railway Company on King Street in the said City of Lancaster. Also beginning at a point on said King Street east of Charlotte Street in said City of Lancaster, thence by a curve to said Charlotte Street connecting with the present tracks thereon.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said amendment or supplement and directs that this certificate be attached to the application for extension of route on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 20.

In the matter of the application of the Farmers' Telephone Company, under Section 2 (a), Article III and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Farmers' Telephone Company, by petition in writing, dated the 26th day of March, 1914, for the approval of the incorporation of the Farmers' Telephone Company, the character and object of which is the constructing, maintaining and operating telephone lines and doing a general telephone business within the Townships of Union and Menno in the County of Mifflin.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 21.

In the matter of the application of the West Easton Water Company, under Section 3 (a), Article III and Sections 18 and 19, Article V of The Public Service Company Law for the approval of an amendment or supplement to the charter of said Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the West Easton Water Company, by petition in writing, dated the twenty-first day of March, 1914, for the approval of an amendment or supplement to the charter of the said West Easton Water Company, granting to the said Company a new source of supply of water from three (3) drilled wells located at the foot of Abbott Street, in the City of Easton, to be furnished by the South Easton Water Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said amendment or supplement subject to the conditions prescribed by the Water Supply Commission, and directs that this certificate be attached to the application on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 22.

In the matter of the application of the Palmer Township Water Company, under Section 3 (a), Article III and Sections 18 and 19, Article V, of The Public Service Company Law for the approval of an amendment or supplement to the charter of said Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Palmer Township Water Company, by petition in writing, dated the twenty-first day of March, 1914, for the approval of an amendment

or supplement to the charter of the said Palmer Township Water Company, granting to the said Company a new source of supply of water from three (3) drilled wells located at the foot of Abbott Street, in the City of Easton, to be furnished by the South Easton Water Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said amendment or supplement subject to the conditions prescribed by the Water Supply Commission, and directs that this certificate be attached to the application on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 23.

In the matter of the application of the Central Taxicab and Transfer Company of Reading, Pennsylvania, under Section 2 (a), Article III and Sections 18 and 19, Article V of The Public Service Company Law for the approval of the incorporation of said public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Central Taxicab and Transfer Company of Reading, Pennsylvania, by petition in writing, dated the 30th day of March, 1914, for the approval of the incorporation of the Central Taxicab and Transfer Company of Reading, Pennsylvania, the character and object of which is conducting, operating and maintaining cabs, wagons, trucks, carriages and other vehicles, propelled by any kind of power, for the transporting of passengers, baggage and freight for hire and pay, including as incidental thereto the purchase, sale, leasing and renting of all such vehicles and parts thereof, and apparatus and appliances used in connection therewith, maintaining garages and conducting all business pertaining thereto in the City of Reading, Berks County, Pennsylvania.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 24.

In the matter of the application of The Motor Transit Company, Incorporated, under Section 2 (a), Article III and Sections 18 and 19, Article V of The Public Service Company Law for the approval of the incorporation of said public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Motor Transit Company, Incorporated, by petition in writing, dated the 3rd day of April, 1914, for the approval of the incorporation of the Motor Transit Company, Incorporated, the character and object of which is the establishing, maintaining and operating automobile bus or stage lines between the

City of Hazleton, Luzerne County, and Tamaqua and Sheppton, Schuylkill County, and Beaver Meadow, Carbon County, and Harwood and Humboldt, Luzerne County, Pennsylvania, and intermediate points.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 25.

<p>In the matter of the application of the Tarentum Auto Transit Company, under Section 2 (a), Article III and Sections 18 and 19, Article V of The Public Service Company Law for the approval of the incorporation of said public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Tarentum Auto Transit Company, by petition in writing, dated the 4th day of April, 1914, for the approval of the incorporation of the Tarentum Auto Transit Company, the character and object of which is owning, leasing, hiring and operating automobiles and auto vehicles and transporting persons, property or either therein, for hire and operating and maintaining automobile transit lines between Russelton, Culmerville and Tarentum.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 8th day of April, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 26.

In the matter of the application of the Bedford Electric Light, Heat and Power Company for a Certificate of Valuation approving the issuance of bonds to the amount of fifteen thousand dollars (\$15,000.00).

Hearings were held on this application on the 8th day of April and the 21st day of April, 1914, at which time sufficient evidence was not produced to satisfy the Commission that a Certificate of Valuation should be granted. On request of the Attorney for the petitioning Company the matter was continued indefinitely.

APPLICATION DOCKET NO. 30.

In the matter of the proposed crossing of the facilities of the Penn Central Light and Power Company by the facilities of the Raystown Water Power Company at a point in Catharine Township, Blair County.

A protest against this crossing was filed by the Penn Central Light and Power Company and after a number of hearings and full investigation and report by the Engineer of the Commission an agreement was entered into between the Raystown Water Power Company and the Penn Central Light and Power Company by which the necessity of the crossing was avoided.

APPLICATION DOCKET NO. 33.

In the matter of the petition of the incorporators of the Foco Oil Company for the approval of the incorporation of the said Company.

The petitioner in this case stated that the said Company was incorporated for the purpose of producing, transporting, distributing, refining and manufacturing its petroleum, and the by-products thereof.

At the hearing held on April 22, 1914, the question as to whether the proposed Corporation was a public service company within the meaning of The Public Service Company Law was raised, and said question was referred to Counsel of the Commission who advised the Commission and the Secretary of the Commonwealth that if the Certificate of Incorporation filed with the Secretary of the Commonwealth was amended by striking out the words "storing and transporting" in the statement of the purpose set forth in paragraph II of said Certificate of Incorporation, it would not be subject to the provisions of the Act of Assembly approved July 26, 1913.

In accordance with this opinion the applicant amended the purpose of the proposed application so that the same did not confer upon the Company any public service rights or duties, and therefore on June 16, 1914, the original application for incorporation was withdrawn.

APPLICATION DOCKET NO. 35.

In the matter of the application for the approval of the incorporation of the Shenandoah Valley Transportation Company.

The purpose as set forth in the Certification of Incorporation filed with the Secretary of the Commonwealth and certified to The Public Service Commission developed the fact that the proposed route for the automobile transit line was wholly within the State of Virginia and therefore not within the jurisdiction of the Commission. The petition was therefore withdrawn April 17, 1914.

APPLICATION DOCKET NO. 36.

<p>In the matter of the application of the Panther Valley Electric Light, Heat and Power Company, under Section 2 (a), Article III, and Sections 18 and 19 of Article V, of The Public Service Company Law, for the approval of the application for Letters Patent validating said public service company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Panther Valley Electric Light, Heat and Power Company, by petition in writing, dated the 11th day of April, 1914, for the approval of the application for Letters Patent validating, creating and confirming said company as a corporation, under the provisions of the Act of May 15th, 1914, the purpose of which is to validate the charter of the said company which now includes the Boroughs of Lansford and Summit Hill and the Township of Mauch Chunk, Carbon County.

The Commission, now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 22nd day of April, 1914, approves the said proceedings and directs this Certificate of Public Convenience to be attached to the application for Letters Patent on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 37.

In re application of the Pennsylvania Railroad Company and the Hollidaysburg, Bedford and Cumberland Railroad Company for Certificate of Public Convenience, approving the acquisition by the former company of the franchises, rights, etc., of the latter.

Wright, Commissioner:

In the matter of the application of the Pennsylvania Railroad Company for a Certificate of Public Convenience approving the purchase by it of the capital stock, franchises, property, etc., of the Hollidaysburg, Bedford and Cumberland Railroad Company.

This application for a Certificate of Public Convenience is made under the provisions of The Public Service Company Law requiring the consent of the Commission to the acquisition by one public service company of the controlling interest in another public service company. The Pennsylvania Railroad is the owner of the entire stock of the Hollidaysburg, Bedford and Cumberland Railroad Company, and the petition prays the Commission to approve a contract entered into between the directors of the two companies by which the Pennsylvania Railroad Company will exchange its capital stock at par for the capital stock of the Hollidaysburg, Bedford and Cumberland Railroad Company at \$8.00 per share. The agreement has been made before the stockholders of both corporations, and has been ratified by them, and in its consummation the stock of the Hollidaysburg, Bedford and Cumberland Railroad Company will be extinguished and its entire property will become the property of the Pennsylvania Railroad Company, subject to all its debts and liabilities.

The agreement is made under the provisions of an Act of 1901, authorizing such a proceeding, and is for the purpose of uniting, under one control, properties which have been for a long time under one management.

And now to wit, April 24th, 1914, it is hereby ordered that the application for a Certificate of Public Convenience in the above entitled case be issued as applied for.

ORDER.

And now to wit, April 24th, 1914, the Order of Commissioner Wright this day entered directing the approval of the application of the petitioner for the issuance of a Certificate of Public Convenience be and the same is hereby approved, confirmed, and made the Order of this Commission.

In accordance with the foregoing order the following Certificate was issued:

In the matter of the application of the Pennsylvania Railroad Company and the Hollidaysburg, Bedford and Cumberland Railroad Company, under Section 3-(c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the acquisition by the Pennsylvania Railroad Company of the franchises, corporate property rights and privileges of the Hollidaysburg, Bedford and Cumberland Railroad Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and the Hollidaysburg, Bedford and Cumberland Railroad Company, by petition in writing, dated the 10th day of March, 1914, for approval of the acquisition by the said Pennsylvania Railroad Company of the franchises, corporate property rights and privileges of the said Hollidaysburg, Bedford and Cumberland Railroad Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 23rd day of April, 1914, approves the acquisition by the Pennsylvania Railroad Company of the franchises, corporate property rights and privileges of the Hollidaysburg, Bedford and Cumberland Railroad Company, upon the terms and conditions stipulated in the agreement between the said companies on file in this office.

APPLICATION DOCKET NO. 38.

In the matter of the application of the Montour Railroad Company, under Section 5, Article III, Section 12, 18 and 19, Article V, of The Public Service Company Law, for permission to cross under grade a public road in Peters Township, Washington County. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Montour Railroad Company, by petition in writing, dated the 8th day of April, 1914, for permission to cross a public road under grade on the land of Milton A. Douglass in Peters Township, Washington County.

The Commission now, after investigation and hearing, determines that the granting of said crossing is necessary or proper for the service, accommodation, convenience of the public, and accordingly, hereby, on the 23rd day of April, 1914, approves and grants permission to the said Montour Railroad Company to cross said public road under grade, in accordance with the plans and specifications on file in this office.

APPLICATION DOCKET NO. 39.

In the matter of the application of the Montour Railroad Company, under Section 5, Article III, Sections 12, 18 and 19, Article V, of The Public Service Company Law, for permission to cross a public road at grade, in Bethel Township, Allegheny County, between the lands of W. R. Woods and Blanche Van Kirk. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Montour Railroad Company, by petition in writing, dated the 8th day of April, 1914, for permission to cross a public road at grade with its tracks in Bethel Township, Allegheny County, between the lands of W. R. Woods and Blanche Van Kirk.

The Commission now, after investigation and hearing, determines that the granting of the crossing is necessary or proper for the service; accommodation, convenience of the public, and accordingly, hereby, on the 23d day of April, 1914, approves and grants permission to the said Montour Railroad Company to cross the said road at grade, in accordance with the plans and specifications on file in this office.

APPLICATION DOCKET NO. 40.

In the matter of the application of the Montour Railroad Company, under Section 5, Article III, Sections 12, 18 and 19, Article V, of The Public Service Company Law, for permission to cross a public road in North Fayette Township, Allegheny County, known as the Imperial and North Star Road, by an overhead crossing.

CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Montour Railroad Company, by petition in writing, dated the 8th day of April, 1914, for permission to cross a public road in North Fayette Township, Allegheny County, known as the Imperial and North Star Road, about one mile north of North Star in said Township, by an overhead crossing.

The Commission now, after investigation and hearing, determines that the granting of the crossing is necessary or proper for the service, accommodation, convenience of the public, and accordingly, hereby, on the 23rd day of April, 1914, approves and grants permission to the said Montour Railroad Company to cross the said public road under the following stipulations and conditions: First, that the masonry arch be constructed in accordance with the plans and specifications on file in this office, and Second, that the highway approaches at each end of the arch be graded and formed by the said railroad company, in a manner satisfactory to and approved by the Chief Engineer of this Commission.

APPLICATION DOCKET NO. 41.

In the matter of the application of the Pennsylvania Railroad Company and the St. John's Kanty College Association, under Section 5, Article III and Sections 12, 18 and 19, Article V of The Public Service Company Law, for permission to construct a siding across a public road in Harbor Creek Township, Erie County, at grade.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and the St. John's Kanty College Association, by petition in writing, dated the 15th day of April, 1914, for permission to construct at grade a switch across Mill Road in Harbor Creek Township, Erie County, and the Supervisors of said Harbor Creek Township, having consented to said construction, as evidenced by a copy of a resolution attached to the petition.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public and accordingly, hereby, approves the application and grants permission to said Pennsylvania Railroad Company to cross the said Mill Road at grade with a switch or a siding, in accordance with the plans and conditions stipulated in the petition on file in this office.

Approved—April 22, 1914.

APPLICATION DOCKET NO. 42.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (a) Article III and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain property to The Northern Central Telephone Company. } **CERTIFICATE
OF
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by petition in writing, dated the 28th day of March, 1914, for the approval of the sale of certain property, more fully described in the Article of Agreement entered into on the 1st of January, 1914, by and between The Bell Telephone Company of Pennsylvania and The Northern Central Telephone Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public and accordingly, hereby, approves the sale of the property fully described in the Article of Agreement hereto attached, a copy of which remains on file in this office.

Approved—April 22, 1914.

APPLICATION DOCKET NO. 43.

In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (a) Article III and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the lease of certain property to The Northern Central Telephone Company. } **CERTIFICATE
OF
PUBLIC CONVENIENCE.**

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by petition in writing, dated the 28th day of March, 1914, for the approval of the lease of certain property, more fully described in the Article of Agreement entered into on the 1st day of January, 1914, by and between The Bell Telephone Company of Pennsylvania and The Northern Central Telephone Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public and accordingly, hereby, approves the lease of the property fully described in the Article of Agreement hereto attached, a copy of which remains on file in this office.

Approved—April 22, 1914.

APPLICATION DOCKET NO. 44.

In the matter of the application of the Petroleum Telephone Company for a Certificate of Valuation with respect to the issuance of Common Stock in said Company to the amount of fifty thousand dollars (\$50,000.00).

At the time the Petitioner filed his application for a certificate of Valuation there was also filed a Certificate of notification conveying the issuance of \$50,000.00 of common stock of the said Petroleum Telephone Company, which Certificate of Notification was duly filed in compliance with the provisions of the Act of Assembly approved July 26, 1914.

A hearing on the petition of the Certificate of Valuation was fixed for May 6, 1914, but before said date, to wit, on April 17, 1914, the petitioner withdrew said petition and no further action on the part of the Commission was therefore required.

APPLICATION DOCKET NO. 45.

In the matter of the application for the approval of the Incorporation of Hamilton Oil and Gas Company.

A certified copy of the Certificate of Incorporation filed with the Secretary of the Commonwealth for the incorporation of this company was transferred by said Department to this Commission.

At the hearing before the Commission, it was found that the purpose of the proposed corporation as set forth in the aforesaid incorporation did not bring it within the provisions of the Public Service Company Law, as a Public Service Company, requiring the approval of the Commission before Letters Patent could be granted.

The petition was therefore withdrawn and further action by the Commission was unnecessary.

APPLICATION DOCKET NO. 46.

In the matter of the application for the approval of the Incorporation of Coffee Run Oil and Gas Company.

A certified copy of the Certificate of Incorporation filed with the Secretary of the Commonwealth for the incorporation of this company was transferred by said Department to this Commission.

At the hearing before the Commission, it was found that the purpose of the proposed corporation as set forth in the aforesaid incorporation did not bring it within the provisions of the Public Service Company Law, as a Public Service Company, requiring the approval of the Commission before Letters Patent could be granted.

The petition was therefore withdrawn and further action by the Commission was unnecessary.

APPLICATION DOCKET NO. 47.

In the matter of the application for the approval of the Incorporation of Lansdale Ice and Storage Company.

A certified copy of the Certificate of Incorporation filed with the Secretary of the Commonwealth for the incorporation of this company was transferred by said Department to this Commission.

At the hearing before the Commission, it was found that the purpose of the proposed corporation as set forth in the aforesaid incorporation did not bring it within the provisions of the Public Service Company Law, as a Public Service Company, requiring the approval of the Commission before Letters Patent could be granted.

The petition was therefore withdrawn and further action by the Commission was unnecessary.

APPLICATION DOCKET NO. 48.

In the matter of the application for the approval of the Incorporation of Universal Ice and Cold Storage Company.

A certified copy of the Certificate of Incorporation filed with the Secretary of the Commonwealth for the incorporation of this company was transferred by said Department to this Commission.

At the hearing before the Commission, it was found that the purpose of the proposed corporation as set forth in the aforesaid incorporation did not bring it within the provisions of the Public Service Company Law, as a Public Service Company, requiring the approval of the Commission before Letters Patent could be granted.

The petition was therefore withdrawn and further action by the Commission was unnecessary.

APPLICATION DOCKET NO. 49.

In the matter of the application for the approval of the Incorporation of Beaver Natural Gas Company.

A certified copy of the Certificate of Incorporation filed with the Secretary of the Commonwealth for the incorporation of this company was transferred by said Department to this Commission.

At the hearing before the Commission, it was found that the purpose of the proposed corporation as set forth in the aforesaid incorporation did not bring it within the provisions of the Public Service Company Law, as a Public Service Company, requiring the approval of the Commission before Letters Patent could be granted.

The petition was therefore withdrawn and further action by the Commission was unnecessary.

APPLICATION DOCKET NO. 50.

In the matter of the application for the approval of the Incorporation of Peerless Oil and Gas Company.

A certified copy of the Certificate of Incorporation filed with the Secretary of the Commonwealth for the incorporation of this company was transferred by said Department to this Commission.

At the hearing before the Commission, it was found that the purpose of the proposed corporation as set forth in the aforesaid incorporation did not bring it within the provisions of the Public Service Company Law, as a Public Service Company, requiring the approval of the Commission before Letters Patent could be granted.

The petition was therefore withdrawn and further action by the Commission was unnecessary.

APPLICATION DOCKET NO. 51.

In the matter of the application of the Pennsylvania Utilities Company for the approval of a proposed crossing of the tracks and facilities of the Central Railroad of New Jersey at a point known as the Glendon Crossing in West Easton, Palmer Township, Northampton County.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Utilities Company, by petition in writing, dated the 3rd day of April, 1914, for a Certificate of Public Convenience, evidencing the Commission's approval of a proposed crossing at a point known as the Glendon Crossing, in West Easton, Palmer Township, Northampton County; and the Lehigh Coal and Navigation Company having protested against the said proposed crossing.

The Commission, after investigation and hearing, finds, determines and certifies that the approval of said application is necessary or proper for the accommodation, convenience or safety of the public, and accordingly, hereby, on the 20th day of May, 1914, approves said proposed crossing to be constructed in accordance with the general plans and specifications attached to the petition subject, however, to the following conditions:

First—With respect to the details of the plans and specifications the construction shall be in conformity with the standard specifications for such crossings of the American Railway Association.

Second—After the crossing shall have been constructed, the Pennsylvania Utilities Company shall, within thirty days, file in the office of The Public Service Commission of the Commonwealth of Pennsylvania detailed plans and a satisfactory description of the crossing as constructed, and the connecting lines, poles, and facilities for a distance of several hundred feet on either side of the said crossing.

Third—If at any time, in the opinion of The Public Service Commission of the Commonwealth of Pennsylvania, it is desirable or necessary to make any alterations or improvements at or in connection with said crossing hereby and herein approved, then the Pennsylvania Utilities Company shall forthwith make such changes or improvements as the said Public Service Commission may advise, order or approve.

APPLICATION DOCKET NO. 52.

In the matter of the application of the South Hills Transportation Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of said public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the South Hills Transportation Company, by petition in writing, dated the 29th day of April, 1914, for the approval of the incorporation of the South Hills Transportation Company, the character, object and purpose of which is to operate lines of vehicles, propelled by gasoline, electricity or other motor power within the County of Allegheny and other parts of Western Pennsylvania for carrying passengers, or the transportation of all kinds of freight, goods and merchandise.

APPLICATION DOCKET NO. 55.

In the matter of the application of the Bethlehem Electric Light Company, under Section 2 (a), Article III, and Sections 18 and 19 of Article V of The Public Service Company Law, for the approval of application for letters patent validating said public service company. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Bethlehem Electric Light Company, by petition in writing, dated the 13th day of April, 1914, for the approval of the application for letters patent validating, creating and confirming said company as a corporation, under the provisions of the Act of May 15th, 1914, the purpose of which is to validate the charter of said Company so as to include the Boroughs of Bethlehem and South Bethlehem.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said proceedings and directs this Certificate of Public Convenience to be attached to the application for Letters Patent on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 56.

In the matter of the application of the Pennsylvania Railroad Company, Philadelphia Belt Line Railroad Company and the City of Philadelphia, under Section 5, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for approval of the construction of a siding at grade across a portion of South Delaware Avenue from the tracks of the Pennsylvania Railroad Company to a point on Pier No. 40, South Delaware Wharves, said City. }
CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and the Philadelphia Belt Line Railroad Company and the City of Philadelphia, by petition in writing, dated the 28th day of April, 1914, for the approval of the construction of a siding at grade across a portion of South Delaware Avenue from the tracks of the Pennsylvania Railroad Company to a point on Pier No. 40, on South Delaware Wharves, said City.

The Commission now, after investigation and hearing, determines that the granting of this crossing is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 15th day of May, 1914, approves and grants permission to the said Pennsylvania Railroad Company and the Philadelphia Belt Line Railroad Company to cross the said South Delaware Avenue at grade, in accordance with the plans, specification and conditions contained in said petition and the agreement between the said companies and city hereto attached.

APPLICATION DOCKET NO. 57.

In the matter of the application of the Gleasonton and Paddy's Run Railroad Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the incorporation of said public service company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Gleasonton and Paddy's Run Railroad Company, by petition in writing, dated the 27th day of April, 1914, for the approval of the incorporation of the Gleasonton and Paddy's Run Railroad Company, the character, object and purpose of which is to construct, maintain and operate a railroad for public use in the conveyance of persons and property from a point near the right-of-way of the Pennsylvania Railroad Company, near Young Woman's Creek at Gleasonton, Chapman Township, Clinton County, to a point in Leidy Township, Clinton County, on the Robert Blackwell Warrant No. 1308—a distance of about ten miles.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 6th day of May, 1914, approves the said incorporation and directs this Certificate of Public Convenience to be attached to the Articles of Association.

APPLICATION DOCKET NO. 58.

In the matter of the application of the Eastern Pennsylvania Railways Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of a lease between said Company and the Mauch Chunk Heat, Power and Electric Light Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Eastern Pennsylvania Railways Company, by petition in writing, dated the 29th day of April, 1914, for the approval of a lease dated the 14th day of April, 1914, by and between the said Eastern Pennsylvania Railways Company and the Mauch Chunk Heat, Power and Electric Light Company.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, approves the said lease or agreement, hereto attested,—a copy of which remains on file in this office.

Approved, May 6, 1914.

APPLICATION DOCKET NO. 59.

In the matter of the application of the Pennsylvania Railroad Company and the Harshaw, Fuller and Goodwin Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V of The Public Service Company Law, for the approval of the construction of a siding at grade across Swanson and Jackson Streets in the City of Philadelphia.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company and the Harshaw, Fuller and Goodwin Company, by petition in writing, for the approval of the construction

of a siding at grade across Swanson and Jackson Streets in the City of Philadelphia, authority to construct said crossing being granted by an Ordinance of the City of Philadelphia approved by the Mayor, December 31, 1913.

The Commission now, after investigation and hearing, determines that the granting of this crossing is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 20th day of May, 1914, approves and grants permission to the said The Pennsylvania Railroad Company and the Harshaw, Fuller and Goodwin Company to construct a siding at grade across the said Swanson and Jackson Streets, in accordance with the plans and specifications and conditions contained in said petition, and the Ordinance of the City of Philadelphia on file in this office.

APPLICATION DOCKET NO. 60.

In the matter of the application of The Langhorne Electric Light and Power Company, the Langhorne Manor Light, Heat and Power Company, the South Langhorne Light, Heat and Power Company, the Hulmeville Light, Heat and Power Company, the Middletown Light, Heat and Power Company, the Bristol Light, Heat and Power Company, and the Bensalem Light, Heat and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the merger of said Companies.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Langhorne Electric Light and Power Company, the Langhorne Manor Light, Heat and Power Company, the South Langhorne Light, Heat and Power Company, the Hulmeville Light, Heat and Power Company, the Middletown Light, Heat and Power Company, the Bristol Light, Heat and Power Company and the Bensalem Light, Heat and Power Company, by petition in writing, dated the 28th day of March, 1914, for the approval of a contract of merger and consolidation between the said Companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 29th day of January, 1914, forming one corporation known as the Langhorne Electric Light and Power Company.

The Commission now, after investigation and hearing, determines that the granting of this application is proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 29th day of May, 1914, approves the said merger and consolidation, and directs that this Certificate of Public Convenience be attached to the joint Agreement of Consolidation and Merger.

APPLICATION DOCKET NO. 61.

In the matter of the application of the Red Hill Gas Company and the Green Lane Gas, Fuel and Heat Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the merger and consolidation of said Companies.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Red Hill Gas Company and the Green Lane Gas, Fuel and Heat Company, by petition in writing, dated the 18th day of March, 1914, for the approval of the contract of merger and consolidation between the said

Red Hill Gas Company and the said Green Lane Gas, Fuel and Heat Company, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 15th day of April, 1914, forming said Companies into one corporation to be known as the Penn-Green Gas Company.

The Commission now, after investigation and hearing, determines that the granting of this application is proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 20th day of May, 1914, approves the said merger and consolidation, and directs that this Certificate of Public Convenience be attached to the joint Agreement of Consolidation and Merger.

APPLICATION DOCKET NO. 62.

<p>In the matter of the application of The Bell Telephone Company of Pennsylvania, under Section 3 (c), Article III, and Sections 18 and 19, Article V of The Public Service Company Law, for the approval of the sale of the capital stock of the Fairview Telephone Company to the said Bell Telephone Company.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania, by petition in writing, dated the 29th day of April, 1914, for the approval of the sale of the capital stock of the Fairview Telephone Company to the said The Bell Telephone Company of Pennsylvania, under the terms and conditions, as set forth in the said petition.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 21st day of May, 1914, approves the said sale upon the terms and conditions, as set forth in the aforesaid petition, the original of which remains on file in this office.

APPLICATION DOCKET NO. 63.

<p>In the matter of the application of the Delaware, Lackawanna and Western Railroad Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V of The Public Service Company Law, for relocation of the Dundee Cross Road, Hanover Township, and the abolition of certain grade crossings on said road, as now laid out.</p>	}	<p>CERTIFICATE OF PUBLIC CONVENIENCE.</p>
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Delaware, Lackawanna and Western Railroad Company, by petition in writing, dated the 6th day of May, 1914, for relocation of a portion of Dundee Cross Road, in the Township of Hanover, Luzerne County, and the abolition of the grade crossings upon the said road, as now constructed, in conformity with a Resolution of the Commissioners of Hanover Township, dated the 25th day of March, 1914, and acceptance thereof by said Delaware, Lackawanna and Western Railroad Company, dated the 30th day of April, 1914.

The Commission now, after investigation and hearing, determines that the approval of this petition is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 22nd day of May,

1914, approves said application and grants permission to the Delaware, Lackawanna and Western Railroad Company to relocate said Dundee Cross Road, in accordance with the aforesaid resolution, and approves the construction of the overhead crossings and a crossing at grade over the tracks of the Wilkes-Barre Railway Company, in accordance with the plans and specifications on file in this office, subject, however, to the following conditions:

First: That the Wilkes-Barre Railway Company shall have the right to complete its double track.

Second: That the head room, provided for in the overhead crossings, shall not be less than fifteen feet.

Third: The right and power of the Water Supply Commission of Pennsylvania to change, alter or amend the plans and specifications, with reference to the proposed waterway.

APPLICATION DOCKET NO. 65.

In the matter of the petition of the Pennsylvania Railroad Company and William E. Cooper for the approval of the construction of a siding at grade across Westmoreland and Willard Streets in the City of Philadelphia.

At the hearing held on June 17, 1914, in the opinion of the Commission the petitioner failed to establish the fact that the construction of the said crossing at grade was necessary for the accommodation, convenience or safety of the public, and the petition was therefore refused.

APPLICATION DOCKET NO. 66.

In the matter of the application of the Auburn Electric Light, Heat and Power Company, the West Brunswick Township Electric Light, Heat and Power Company and the Port Clinton Light, Heat and Power Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of all the corporate rights, franchises, property, etc., of the said West Brunswick Township Electric Light, Heat and Power Company and the Port Clinton Light, Heat and Power Company to the said Auburn Electric Light, Heat and Power Company.

CERTIFICATE OF PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the Auburn Electric Light, Heat and Power Company, the West Brunswick Township Electric Light, Heat and Power Company and the Port Clinton Light, Heat and Power Company, by petition in writing, dated the 5th day of May, 1914, for the approval of the sale of all the corporate rights, franchises, property, etc., of the said West Brunswick Township Electric Light, Heat and Power Company and the Port Clinton Light, Heat and Power Company to the said Auburn Electric Light, Heat and Power Company, more fully described in the Articles of Agreement entered into the 11th day of March, 1914, by and between said companies.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the sale of the rights, franchises, property, etc., fully described in the Articles of Agreement hereto attached, copies of which remain on file in this office.

APPLICATION DOCKET NO. 68.

In the matter of the application of the Cementon Electric Light and Power Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of certificate limiting its corporate rights and powers and validating its charter. }
 CERTIFICATE
 OF
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Cementon Electric Light and Power Company, by petition in writing, dated the 6th day of May, 1914, for the approval of its certificate as filed with the Secretary of the Commonwealth, under the provisions of the Act of June 6, 1913, validating its charter and limiting its corporate rights and powers to the Township of White Hall, Lehigh County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary and proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said proceedings and directs that this Certificate of Public Convenience be attached to the said certificate on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 70.

In the matter of the application of the Lehigh County Electric Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of certificate limiting its corporate rights and powers and validating its charter. }
 CERTIFICATE
 OF
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lehigh County Electric Company, by petition in writing, dated the 6th day of May, 1914, for the approval of its certificate as filed with the Secretary of the Commonwealth, under the provisions of the Act of June 6th, 1913, validating its charter and limiting its corporate rights and powers to the Borough of Coplay:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said proceedings and directs that this Certificate of Public Convenience be attached to the said certificate on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 71.

In the matter of the application of the Lancaster and Berks Railway Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of said proposed public service company. }
 CERTIFICATE
 OF
 PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lancaster and Berks Railway Company, by petition in writing, dated the 26th day of May, 1914, for the approval of the incorporation of

the Lancaster and Berks Railway Company, the character and object of which is the constructing, maintaining and operating a railroad from Lititz, in Lancaster County, to Womelsdorf, in Berks County, a distance of fifteen miles:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Articles of Association.

APPLICATION DOCKET NO. 72.

In the matter of the application of the Blue Mountain Consolidated Water Company and the Plainfield Water Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain property of the Blue Mountain Consolidated Water Company lying in Plainfield Township, Northampton County, to the Plainfield Water Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Blue Mountain Consolidated Water Company and the Plainfield Water Company, by petition in writing, dated the 28th day of May, 1914, for the approval of the sale of certain property consisting of pipes, mains, connections, attachments, etc., lying in Plainfield Township, Northampton County, and more fully described in the Articles of Agreement by and between said companies to be executed upon the issuance of this Certificate.

The Commission now, after investigation and hearing, determines that the granting of the construction of the siding is necessary or proper for the service, accommodation, convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the sale of said property consisting of pipes, mains, connections, attachments, etc., lying in Plainfield Township, Northampton County, fully described in the Articles of Agreement hereto attached, a copy of which remains on file in this office.

APPLICATION DOCKET NO. 73.

In the matter of the application of the Heirs of John Murrin, deceased, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for permission to construct a siding across Brooklyn Street, in the City of Carhondale, Lackawanna County.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Heirs of John Murrin, deceased, by petition in writing, dated the 20th day of May, 1914, for permission to construct a siding across Brooklyn Street, in the City of Carhondale, Lackawanna County.

The Commission now, after investigation and hearing, determines that the granting of the construction of the siding is necessary or proper for the service, accommodation, convenience, or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves and grants permission to said Heirs of John Murrin, deceased, in conformity with the terms of the petition and plans and specifications filed therewith, in this office, subject to the following conditions: First—That there shall be established a watchman at said crossing; Second—That a switch throw-out shall be constructed.

APPLICATION DOCKET NO. 74.

In the matter of the application of the York, Hanover and Frederick Railroad Company and Central Railroad of Maryland, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the consolidation and merger of said companies. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by the York, Hanover and Frederick Railroad Company and the Central Railroad of Maryland, by petition in writing, dated the 18th day of May, 1914, for the approval of a contract of consolidation and merger between the said companies, under the terms and conditions as set forth in said agreement of consolidation and merger, dated the 27th day of April, 1914, forming one corporation known as the York, Hanover and Frederick Railway Company.

The Commission now, after investigation and hearing, determines that the granting of this application is proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 4th day of June, 1914, approves said consolidation and merger, and directs that this Certificate of Public Convenience be attached to the joint Agreement of Consolidation and Merger.

APPLICATION DOCKET NO. 75.

In the matter of the application of the Springboro Independent Telephone Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of said proposed public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania, by petition in writing, dated the 23rd day of May, 1914, for the approval of the incorporation of the Springboro Independent Telephone Company, the character and object of which is to construct, maintain and operate telephone and telegraph lines in Crawford County, on the general route as described in the application for incorporation.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 76.

In the matter of the application of the Butler-Highfields Water Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of said proposed public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Butler-Highfields Water Company, by petition in writing, dated the 25th day of May, 1914, for the approval of the incorporation of the Butler-

Highfields Water Company, the character and object of which is to supply water to the public in Butler County, in a district known as the Butler-Highfields Plan of Lots, and fully described in the application for incorporation.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said incorporation, subject to the conditions imposed by the Water Supply Commission of Pennsylvania, and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 77.

In the matter of the application of the Buffalo, Rochester and Pittsburgh Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for permission to cross Brady Street in the Borough of DuBois, and Tozier Avenue, in the Township of Sandy, Clearfield County, at grade, with an additional track thereon.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Buffalo, Rochester and Pittsburgh Railway Company, by petition in writing, dated the 14th day of May, 1914, for permission to construct an additional track at grade across Brady Street in the Borough of DuBois, and Tozier Avenue in the Township of Sandy, Clearfield County.

The Commission now, after investigation and hearing, determines that the granting of the crossing at grade is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves said petition and grants permission to the said Buffalo, Rochester and Pittsburgh Railway Company to construct an additional track at grade across Brady Street, in the Borough of DuBois, and Tozier Avenue, in the Township of Sandy, Clearfield County, in accordance with the terms of the petition on file in this office.

APPLICATION DOCKET NO. 78.

In the matter of the application of the Hanover Water Company of Lehigh County, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the Approval of the incorporation of said proposed public service company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Hanover Water Company of Lehigh County, by petition in writing, dated the 27th day of May, 1914, for the approval of the incorporation of the Hanover Water Company of Lehigh County, the character and object of which is to supply water to the public in the Township of Hanover, Lehigh County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said incorporation and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 79.

In the Matter of the application of the Bethlehem Water Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of said proposed public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Bethlehem Water Company, by petition in writing, dated the 27 day of May, 1914, for the approval of the incorporation of the Bethlehem Water Company, the character and object of which is to supply water to the public in the Township of Salisbury, Lehigh County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 3rd day of June, 1914, approves the said incorporation, subject to the conditions imposed by the Water Supply Commission of Pennsylvania, and directs this Certificate of Public Convenience to be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 80.

In the matter of the application of the Coaldale Electric Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of said public service company. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Coaldale Electric Company, by petition in writing, dated the 1st day of June, 1914, for the approval of the incorporation of the Coaldale Electric Company, the character and object of which is the supplying of light, heat and power, by means of electricity, in the Borough of Coaldale, Schuylkill County.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the said incorporation, and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 81.

In the matter of the application of the Eastern Pennsylvania Railways Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of a lease between said company and P. F. Sharpe. } CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Eastern Pennsylvania Railways Company, by petition in writing, dated the 6th day of June, 1914, for the approval of an agreement dated the 20th day of May, 1914, between the said Eastern Pennsylvania Railways Com-

pany and P. F. Sharpe, of Lansford, Carbon County, Pennsylvania, providing for the leasing to the said P. F. Sharpe of certain buildings located at Manilla Grove, Coaldale, Schuylkill County, for the term of four months.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 16th day of June, 1914, approves the said lease and agreement hereto attached.

APPLICATION DOCKET NO. 82.

In the matter of the application of the Ephrata and Lehanon Traction Company, under Section 2 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the incorporation of said proposed public service company.	}	CERTIFICATE OF PUBLIC CONVENIENCE
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Ephrata and Lehanon Traction Company, by petition in writing, dated the 13th day of June, 1914, for the approval of the incorporation of the Ephrata and Lebanon Traction Company, the character and object of which is the construction and operation of motors and cables, or other machinery for supplying motive power to passenger railways, and the necessary apparatus for applying the same, in the Counties of Lancaster and Lebanon.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 18th day of June, 1914, approves the said incorporation, and directs that this Certificate of Public Convenience be attached to the Certificate of Incorporation.

APPLICATION DOCKET NO. 83.

In the matter of the application of the Ephrata and Lehanon Street Railway Company, under Section 6 (c), Article III, and Sections 18 and 19, of Article V, of The Public Service Company Law, for the approval of the purchase of the capital stock of the Ephrata and Lebanon Traction Company.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Ephrata and Lebanon Street Railway Company, by petition in writing, dated the 12th day of June, 1914, for the approval of the purchase of the entire capital stock of the Ephrata and Lebanon Traction Company, under the terms and conditions as set forth in said petition.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 18th day of June, 1914, approves said purchase, upon the terms and conditions as set forth in the aforesaid petition, the original of which remains on file in this office.

APPLICATION DOCKET NO. 84.

In the matter of the application of The Bell Telephone Company of Pennsylvania and The Pennsylvania Railroad Company, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of certain real estate in the City of Philadelphia by The Bell Telephone Company of Pennsylvania to The Pennsylvania Railroad Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by The Bell Telephone Company of Pennsylvania and The Pennsylvania Railroad Company, by petition in writing, dated the 6th day of May, 1914, for the approval of the sale of three certain lots or parcels of real estate, situated in the City of Philadelphia, more fully and at large described in the Agreement of the sale filed with said petition.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 17th day of June, 1914, approves the sale of said real estate consisting of three certain lots or parcels of ground, situated in the City of Philadelphia, more fully and at large described in the agreement of sale filed with said petition, hereto attached, copies of which remain on file in this office.

APPLICATION DOCKET NO. 85.

In the matter of the application of The Pennsylvania Railroad Company, Philadelphia and Reading Railway Company and Edward F. Benson and Company, under Section 5, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for approval of the construction of a siding at grade across Penn and Poplar Streets, from the tracks of the Delaware Avenue Branch of said Pennsylvania Railroad Company and said Philadelphia and Reading Railway Company, to a point of connection with Pier No. 37, North Delaware Wharves, City of Philadelphia.

CERTIFICATE
OF
PUBLIC CONVENIENCE

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company, Philadelphia and Reading Railway Company and Edward F. Benson & Company, by petition in writing, received June 17, 1914, for the approval of the construction of a siding, at grade, across Penn and Poplar Streets, from the tracks of the Delaware Avenue Branch of the said Pennsylvania Railroad Company and said Philadelphia and Reading Railway Company to a point of connection with Pier No. 37, North Delaware Wharves, City of Philadelphia, said pier being the property of said Edward F. Benson & Company.

The Commission now, after investigation and hearing, determines that the granting of this crossing is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 17th day of June, 1914, approves and grants permission to the said Pennsylvania Railroad Company and the Philadelphia and Reading Railway Company to cross the said Penn and Poplar Streets at grade, in accordance with the plans, specifications and conditions contained in said petition and agreement between the said companies hereto attached.

APPLICATION DOCKET NO. 86.

In the matter of the application of the Pennsylvania Railroad Company, Philadelphia Belt Line Railroad Company and the City of Philadelphia, under Section 5, Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of a siding at grade across a portion of Delaware Avenue from the tracks of the Pennsylvania Railroad Company to a point of connection with Municipal Pier No. 38, South Delaware Wharves, said City.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Pennsylvania Railroad Company, The Philadelphia Belt Line Railroad Company and the City of Philadelphia, by petition in writing, received June 13, 1914, for the approval of the construction of a siding at grade across a portion of Delaware Avenue from the tracks of the Pennsylvania Railroad Company to a point of connection with Municipal Pier No. 38, South Delaware Wharves, said City.

The Commission now, after investigation and hearing, determines that the granting of this crossing is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 17th day of June, 1914, approves and grants permission to the said Pennsylvania Railroad Company and the Philadelphia Belt Line Railroad Company to cross the said Delaware Avenue at grade, in accordance with the plans, specifications and conditions contained in said petition and the agreement between the said companies and city hereto attached.

APPLICATION DOCKET NO. 87.

In the matter of the application of the Bethlehem City Water Company and the City of Allentown, under Section 3 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the sale of all the property, powers, rights and franchises of said company, situate in the Fourteenth Ward of the City of Allentown, to the City of Allentown.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Bethlehem City Water Company and the City of Allentown, by petition in writing, dated the 16th day of June, 1914, an ordinance of the City of Allentown, enacted June 2, 1914, for the approval of the sale of all the property, powers, rights and franchises, situate in the Fourteenth Ward of the City of Allentown, to the City of Allentown.

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 16th day of June, 1914, approves the sale of said property, powers, rights, and franchises, situate in the Fourteenth Ward of the City of Allentown, under the terms of said petition and ordinance.

APPLICATION DOCKET NO. 88.

In the matter of the application of the Elizabethtown and Deodate Street Railway Company, under Section 2 (b), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the beginning the exercise of its rights, powers, franchises and privileges, under its charter and ordinance.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Elizabethtown and Deodate Street Railway Company, by petition in writing, dated the 23rd day of May, 1914, for the approval of the beginning of the exercise of its rights, powers, franchises and privileges under its charter and under an ordinance of the Borough of Elizabethtown, Lancaster County, and the municipal consents of Mount Joy Township, Lancaster County, and Conewago Township, Dauphin County:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said petition, and grants permission to said company to begin the exercise of its rights, powers, franchises and privileges under its charter, and said ordinance and municipal consents aforesaid.

APPLICATION DOCKET NO. 89.

In the matter of the application of the Deodate and Hershey Street Railway Company, under Section 2 (b), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the beginning the exercise of its rights, powers, franchises and privileges.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Deodate and Hershey Street Railway Company, by petition in writing, dated the 23rd day of May, 1914, for the approval of the beginning the exercise of its rights, powers, franchises and privileges, under its charter, and under the municipal consents of the Townships of Conewago and Derry, Dauphin County:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 17th day of June, 1914, approves said petition, and grants permission to said company to begin the exercise of its rights, powers, franchises and privileges under its charter, and said municipal consents.

APPLICATION DOCKET NO. 90.

In the matter of the application of the Elizabethtown and Deodate Street Railway Company, under Section 3 (a), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for approval of an amendment or supplement to the charter of said company, by making an extension of its lines in the Borough of Elizabethtown and the Township of Mount Joy, Lancaster County.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Elizabethtown and Deodate Street Railway Company, by petition in writing, dated the first day of June, 1914, for permission to obtain

additional rights, powers, franchises and privileges, by making a location, re-location, branch or extension of its railway in the Borough of Elizabethtown and in the Township of Mount Joy, Lancaster County, by an amendment or supplement to its charter, said location or extension being described in paragraph 2 of said petition, and also an abandonment of the former route as described in paragraph 4 of said petition:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, convenience or safety of the public, and accordingly, hereby, on the 18th day of June, 1914, approves said extension, and directs that this certificate be attached to the proceedings on file in the office of the Secretary of the Commonwealth.

APPLICATION DOCKET NO. 92.

In the matter of the application of the Lehigh and New England Railroad Company, under Section 6 (c), Article III, and Sections 18 and 19, Article V, of The Public Service Company Law, for the approval of the purchase of the entire capital stock of the Crane Railroad Company from the Empire Steel and Iron Company.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Lehigh and New England Railroad Company, by petition in writing, dated the 3rd day of June, 1914, for the approval of the purchase of the entire capital stock of the Crane Railroad Company from the Empire Steel and Iron Company, under the terms and conditions as set forth in the agreement dated the 2nd day of June, 1914, between the Empire Steel and Iron Company, Vendor, and the Lehigh and New England Railroad Company, Vendee:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation and convenience of the public, and accordingly, hereby, on the 18th day of June, 1914, approves said purchase upon the terms and conditions as set forth in the aforesaid agreement, a copy of which remains on file in this office, and directs that this certificate be attached to the said agreement.

APPLICATION DOCKET NO. 97.

In the matter of the application of the Elizabethtown and Deodate Street Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of crossings at grade across public roads in Mount Joy Township, Lancaster County, and Conewago Township, Dauphin County.

CERTIFICATE
OF
PUBLIC CONVENIENCE.

Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Elizabethtown and Deodate Street Railway Company, by petition in writing, dated the 25th day of May, 1914, for the approval of the construction of the following grade crossings: (1) Across a public road leading from Elizabethtown to Hockersville, at a point about 4,000 feet north of Elizabethtown Borough, in Mount Joy Township, Lancaster County; (2) Across a public road leading from Beverly to Bellaire near Mount Joy, Lancaster County; (3) Across a public road leading from the Elizabethtown and Hockersville Road to Upper Lawn, 2,000 feet south of Hooker's Church, Conewago Township, Dauphin County; (4)

Across the public road leading from Middletown to Upper Lawn near the Village of Deodate, Conewago Township, Dauphin County; (5) Across the public road leading from the Elizabethtown and Hockersville Road to Campbellstown near Shenk's Church:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation or convenience of the public, and accordingly, hereby, on the 18th day of June, 1914, approves and grants permission to said company to construct the said grade crossings, in conformity with the terms of the petition and plans filed therewith, subject to the following conditions: (1) That the said Elizabethtown and Deodate Street Railway Company shall properly grade the public highway and care for surface drains at or near the above crossings: (2) That proper signs be erected at the proposed crossings, notifying the public of the location of the said crossings; (3) That the said company shall, upon notification by this Commission, provide forthwith, operate and maintain such proper safeguards at the said crossings as the Commission may advise or approve; (4) That said company, at the above crossings located in Dauphin County, shall maintain the highway at or near the crossings in safe and suitable condition for public travel, after having placed the highway in this condition on the completion of the crossings.

APPLICATION DOCKET NO. 98.

In the matter of the application of the Deodate and Hershey Street Railway Company, under Section 5, Article III, and Sections 12, 18 and 19, Article V, of The Public Service Company Law, for the approval of the construction of crossings at grade in Conewago and Derry Townships, Dauphin County.	}	CERTIFICATE OF PUBLIC CONVENIENCE.
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Application being made to The Public Service Commission of the Commonwealth of Pennsylvania by the Deodate and Hershey Street Railway Company, by petition in writing, dated the 25th day of May, 1914, for the approval of the construction of the following grade crossings: (1) Across a public road leading from the Elizabethtown and Hockersville Road to Bachmansville in Conewago Township, Dauphin County; (2) Re-location of the Elizabethtown and Hockersville Road at a point near the dividing line between Conewago Township and Derry Township for the purpose of avoiding two grade crossings, said re-location being in Conewago Township, Dauphin County; (3) Across a public road leading from the Elizabethtown and Hockersville Road to Bachmansville School, near the Village of Vian, in Derry Township; (4) Across the public road leading from the Elizabethtown and Hockersville Road to Campbellstown, north of the Village of Vian, in Derry Township; (5) Across the public road leading from the Village of Vian to the Horseshoe Turnpike, near the Derry Industrial School, Derry Township:

The Commission now, after investigation and hearing, determines that the granting of this application is necessary or proper for the service, accommodation, or convenience of the public, and accordingly, hereby, on the 18th day of June, 1914, approves and grants permission to said company to construct the said grade crossings, in conformity with the terms of the petition and plans filed therewith, subject to the following conditions: (1) That the said Deodate and Hershey Street Railway Company shall properly grade the public highway and care for surface drains at or near the above crossings; (2) That proper signs be erected at the proposed crossings, notifying the public of the location of the said crossings; (3) That the said company shall, upon notification by this Commission, provide forthwith, operate and maintain such proper safeguards at the said crossings as the Commission may advise or approve.

G

RECAPITULATION OF ABOLITION OF GRADE CROSSINGS.



**STATEMENT OF APPROVALS OF THE ABOLITION OF GRADE
CROSSINGS AND THE CONSTRUCTION OF OVER-
HEAD AND UNDERGRADE CROSSINGS
BETWEEN JANUARY 1, 1914, AND
JANUARY 30, 1914.**

	No. of Crossings.
Abolition of two grade crossings at Front Street and Second Street in the City of Harrisburg by the tracks of the Cumberland Valley Railroad Company.—Approved January 7th, 1914.—Application Docket No. 30,	2
Two overhead crossings of Sandusky and Anderson Streets, in the City of Pittsburgh, by the tracks of Pennsylvania Railroad Company.—Approved January 8th, 1914.—Municipal Contract Docket No. 9,	2
Abolition of one grade crossing of a public highway in Greene Township, Franklin County, by the tracks of the Cumberland Railroad Company, known as "Long's Crossing."—Approved January 8th, 1914.—Municipal Contract Docket No. 31,	1
Approval of one crossing above grade of a public highway near the village of Venice, Cecil Township, Washington County, by the tracks of the Montour Railroad Company.—Approved February 20th, 1914.—Application Docket No. 5,	1
Approval of one crossing above grade by a highway known as the Dorseyville and Culmerville Road in Allegheny County, by the tracks of the Bessemer and Lake Erie Railroad Company.—Approved April 22nd, 1914.—Municipal Contract Docket No. 91,	1
Approval of one crossing above grade of a public highway in the Borough of Homewood by the tracks of the Pittsburgh, Harmony, Butler and New Castle Railroad Company.—Approved April 23rd, 1914.—Municipal Contract Docket No. 88,	1
Approval of one crossing below grade of a public highway in Peters Township, Washington County, by the tracks of the Montour Railroad Company.—Approved April 23rd, 1914.—Application Docket No. 38,...	1
Approval of one crossing above grade of a public highway in North Fayette Township, Allegheny County, near the village of North Star, by the tracks of the Montour Railroad Company.—Approved April 23rd, 1914.—Application Docket No. 40,	1
Abolition of two grade crossings of a public highway from the Borough of Duquesne to the Borough of Dravosburg, Allegheny County by the tracks of the Pennsylvania Railroad Company.—Approved May 21st, 1914.—Municipal Contract Docket No. 36A,	2

Abolition of two grade crossings of the Dundee Road in Hanover Township, Luzerne County, by the tracks of the Delaware, Lackawanna and Western Railroad Company.—Approved May 21st, 1914.—Application Docket No. 63,	2
Abolition of four grade crossings of Penn Avenue, South Avenue, Wood Street and Rebecca Avenue in the Borough of Wilkinsburg, by the tracks of the Pennsylvania Railroad Company, and the construction of two below grade crossings and one above grade crossing in said borough.—Approved May 21st, 1914.—Municipal Contract Docket No. 111,	7
Abolition of approximately fifty grade crossings in that part of the City of Philadelphia lying south of Christian Street between the Delaware and Schuylkill Rivers.—Approved June 2nd, 1914.—Municipal Contract Docket No. 112,	50
Approval of one below grade crossing of a public highway known as Summit Road, Allegheny County, by the tracks of the Pittsburgh, Bessemer and Lake Erie Railroad Company.—Approved June 3rd, 1914.—Municipal Contract Docket No. 128,	1
Approval of one below grade crossing of a public highway known as the Culmerville and Butler Road, Allegheny County, by the tracks of the Pittsburgh, Bessemer and Lake Erie Railroad Company.—Approved June 3rd, 1914.—Municipal Contract Docket No. 129,	1
Approval of one above grade crossing of a public highway known as the Batz Road, Allegheny County, by the tracks of the Pittsburgh, Bessemer and Lake Erie Railroad Company.—Approved June 3rd, 1914.—Municipal Contract Docket No. 130,	1
Approval of one below grade crossing of a public highway known as Church Road, Allegheny County, by the tracks of the Pittsburgh, Bessemer and Lake Erie Railroad Company.—Approved June 3rd, 1914.—Municipal Contract Docket No. 131,	1
Total of Crossings,	75

RECAPITULATION.

Existing grade crossings abolished, Jan. 1, 1914 to June 30, 1914,	61
New under grade crossings approved, Jan. 1, 1914 to June 30, 1914,	6
New overhead crossings approved, Jan. 1, 1914 to June 30, 1914,	8
Total,	75

H

STATEMENT
OF
CERTIFICATES OF NOTIFICATION
FILED WITH
THE PUBLIC SERVICE COMMISSION OF THE
COMMONWEALTH OF PENNSYLVANIA
BY
PUBLIC SERVICE COMPANIES

January 1 to June 30, 1914

Incident to the Issuance of Stock, Trust Certificates, Bonds,
Notes or other Evidences of Indebtedness or other
Securities Payable at Periods of more
than Twelve Months after the
Date thereof

In accordance with
THE PUBLIC SERVICE COMPANY LAW
(Sec. 4 Art. 3)



THE FOLLOWING CERTIFICATES OF NOTIFICATION WERE
FILED WITH THE COMMISSION FROM JANUARY
1, 1914, TO JUNE 30, 1914, INCLUSIVE.

No.	Date Filed.		Amount.
1	Jan. 19, 1914.	Philadelphia, Baltimore & Washington Railroad Co. For providing funds to repay in part cash advances to defray cost of building third and fourth tracks, new bridges and other improvements. First mortgage 4% bonds dated November 1, 1913, maturing November 1, 1943. Par value \$1,000 each. Interest payable May 1 and November 1. Guaranty Trust Company of New York, Trustee. Bonds,	\$1,000,000 00
2	Jan. 27, 1914.	Philadelphia Company. To reimburse treasury for investments made in bonds and stocks of electric light and power companies. 40,000 shares 6% cumulative preferred stock, par value \$50 per share. Capital stock,	2,000,000 00
3	Jan. 31, 1914.	Central District Telephone Company. To retire bills payable and other floating indebtedness; to provide funds for improvements, extension, etc., and for the acquisition of other telephone properties. First mortgage 30-year 5% sinking fund gold bonds dated December 1, 1913, maturing December 1, 1943. Fidelity Title and Trust Company of Pittsburgh, Trustee. Bonds,	10,000,000 00
4	Jan. 31, 1914.	Philadelphia & Garrettford Street Railway Company. Extension of line to Borough of Media. First mortgage 50-year 5% bonds. Total authorized by directors, \$3,000,000; outstanding at date of filing this certificate, \$1,690,000, of which \$300,000 have been pledged as collateral for loans. Of this \$300,000 it is now proposed to take down and sell \$50,000. The bonds are of par value of \$1,000 each, bear date August 1, 1905, and mature August 1, 1955. Bonds,	50,000 00
5	Jan. 31, 1914.	Chester Valley Electric Company. Withdrawn. (See Certificate No. 8 below). Bonds,	23,000 00
6	Feb. 3, 1914.	Philadelphia Suburban Gas & Electric Company. Improvements placed upon plant to January 26, 1914. First and refunding mortgage gold bonds dated February 1, 1910, due February 1, 1960. Girard Trust Company of Philadelphia, Trustee. Total issue authorized, \$10,000,000; issued to December 31, 1913, \$4,127,000; reserved by the Trustee to retire outstanding issues of underlying companies, \$3,586,000. Bonds,	56,000 00

No. Date Filed.		Amount.
7 Feb. 3, 1914.	Windfall Gas Company. To build a pipe line for the transportation of natural gas. The company was incorporated December 19, 1913. Capital stock,	6,400 00
8 Feb. 3, 1914.	Chester Valley Electric Company. To reimburse the treasury for money expended in improvements, betterments and extensions. Bonds of an issue previously authorized by directors of company, of which \$271,000 were outstanding prior to the date of this issue. Bonds,	12,000 00
9 Feb. 10, 1914.	The Connecting Railway Company. To pay off \$1,000,000 of bonds of the Philadelphia, Germantown and Chestnut Hill Railroad Company (one of the constituent companies), and to carry on and enlarge its business. The present proposed issue to reimburse Pennsylvania Railroad Company, lessee of the road, for expenditures for extensions and betterments to road. Four per cent. first mortgage bonds dated June 21, 1911, maturing March 15, 1951. Girard Trust Company of Philadelphia, Trustee. Total issue authorized by directors of the company, \$15,000,000. Guaranteed by the Pennsylvania Railroad Company. Bonds, Ten thousand and sixty shares capital stock, par value \$50 per share. Total authorized, \$5,800,000; total heretofore issued, \$3,613,650. Capital stock,	541,000 00
10 Feb. 12, 1914.	The New York Central & Hudson River Railroad Company. For refunding and retiring the bonded and other indebtedness of the company and its successors or a predecessor company; for the acquisition of stocks and bonds of other companies; for the extension and betterment of its properties, and for its general corporate purposes; all of which purposes to be hereafter specified as the bonds are issued and certificates of notification for same are filed. Proposed issue of refunding and improvement mortgage bonds. Guaranty Trust Company of New York, Trustee. To be issued from time to time as required. Bonds,	676,743,300 00
11 Feb. 16, 1914.	Petroleum Telephone Company. To build conduits, and purchase cables, telephones and other apparatus required in the enlargement and extension of the the plant of the company. Two thousand shares common stock, par value \$25 per share. Total authorized, \$400,000, of which \$226,450 was outstanding prior to the present proposed issue. Capital stock,	50,000 00
12 Feb. 14, 1914.	Sharon Water Works Company. To retire outstanding bonds, \$250,000, and for improvements made, and to be made, to the property of the company. Five per cent. bonds dated June 1, 1914, to mature in 40 years after date; interest payable semi-annually. Bonds,	400,000 00

No. Date Filed.

Amount.

- 13 Feb. 14, 1914. The Penn Central Light and Power Company.
 For betterments and improvements, developments, extensions or additions to the property of the company, and to satisfy obligations incurred in the acquisition of bonds of Pennsylvania Hydro-Electric Company.
 First and consolidated mortgage bonds dated February 1, 1913. Total authorized by the directors of the company, \$7,500,000; total outstanding prior to the filing of this certificate, \$1,300,000,
 Bonds, 400,000 00
- 14 Feb. 16, 1914. Lehigh Valley Transit Company.
 To pay floating indebtedness and to pay for capital expenditures for road and equipment.
 Five per cent. refunding and improvement mortgage 50-year gold bonds dated June 1, 1910, maturing June 1, 1960. Lehigh Valley Trust and Safe Deposit Company, Trustee. Total authorized by directors of company, \$15,000,000; outstanding prior to filing of this certificate, \$5,124,000. Interest payable semi-annually.
 Bonds, 1,000,000 00
- 15 Feb. 17, 1914. Philadelphia & Garrettford Street Railway Company.
 To provide funds to pay for right-of-way, construction and equipment of the extension of the road to the Borough of Media.
 First mortgage 5% bonds dated August 1, 1905, maturing August 1, 1955. For details of amounts authorized and outstanding, see description at No. 4 above. Of the \$300,000 previously pledged as collateral security on loans, it is now proposed to sell \$100,000.
 Bonds, 100,000 00
- 16 Feb. 21, 1914. The Pennsylvania & Monongahela Southern Railroad Company.
 To reimburse the Pennsylvania Railroad Company for amounts expended in extensions and improvements to road.
 First mortgage 4% bonds dated January 1, 1908, due January 1, 1948. Girard Trust Company of Philadelphia, Trustee. Interest payable semi-annually. Total authorized by directors of the company, \$1,000,000; outstanding at date of filing this certificate, \$760,000.
 Bonds, 9,000 00
- 16 Feb. 21, 1914. The Pennsylvania & Monongahela Southern Railroad Company.
 To reimburse the Pennsylvania Railroad Company for amounts expended in extensions and improvements to road.
 Four thousand three hundred and thirty-five shares capital stock, par value \$50 per share. Total authorized capital, \$1,000,000; outstanding at date of filing this certificate, \$782,250.
 Capital Stock, 217,750 00
- 17 Feb. 21, 1914. The Hollidaysburg, Bedford & Cumberland Railroad Company.
 To reimburse the Pennsylvania Railroad Company for amounts expended in extensions and improvements to road.
 First mortgage 4% bonds dated July 1, 1911, maturing July 1, 1951, interest payable semi-annually. Commercial Trust Company, Trustee. Total authorized by the company, \$5,000,000; outstanding at date of filing this certificate, \$1,053,000.
 Bonds, 20,000 00

No., Date Filed.

Amount.

18 Feb. 24, 1914.

Eastern Pennsylvania Railways Company.

To reimburse the Company for amounts expended for equipment and for improvements, etc., to plants owned or controlled by it, and for the acquisition of additional properties.

First mortgage 5% bonds dated June 29, 1906, maturing March 1, 1931. Central Trust Company of New Jersey, Trustee. Total amount authorized by directors of the company, \$6,000,000; amount outstanding prior to this certificate, \$404,500; amount issued and held in treasury, \$492,500, of which this present issue is a portion.

Bonds,

64,000 00

19 Feb. 26, 1914.

Springfield Consolidated Water Company.

For extensions and improvements to the company's plants.

First mortgage 5% gold bonds. Total amount authorized by directors, \$25,000,000, dated November 2, 1908, maturing November 1, 1958. Columbia Avenue Trust Company of Philadelphia, Trustee. \$6,000,000 have been set aside in the hands of the Trustee to redeem all outstanding mortgage bonds of the Springfield Water Company, North Springfield Water Company, Conshohocken Gas and Water Company, and Eddystone Water Company; \$3,700,000 had been certified by the trustee prior to December 29, 1913, of which \$3,419,100 have been issued; \$110,000 are pledged as collateral security for demand loans, and \$170,900, are retained in the treasury as a free asset. It is now proposed to sell \$124,000 of the bonds held in the treasury as a free asset.

Bonds,

124,000 00

20 Feb. 26, 1914.

The Lehigh Coal and Navigation Company.

To retire the funded debt of the company as follows: First mortgage bonds due July 1, 1914, \$5,000,000; railroad loan bonds due April 1, 1914, \$1,992,833; gold loan bonds due June 15, 1914, \$1,842,500; secured gold notes due July 1, 1914, \$1,500,000, and the balance for the liquidation of the floating indebtedness and for general corporate purposes.

Consolidated mortgage $4\frac{1}{2}$ % sinking fund bonds, dated January 1, 1914, maturing January 1, 1954. Total amount authorized, \$40,000,000, secured by mortgage to the Pennsylvania Company for Insurances on Lives and Granting Annuities as Trustee. \$22,000,000 of the bonds remain unissued.

Bonds,

18,000,000 00

21 Feb. 26, 1914.

Philadelphia Suburban Gas & Electric Company.

To reimburse the company for the cost of improvements placed upon its plants to January 1, 1914.

Five per cent. first and refunding mortgage gold bonds dated February 1, 1914, due February 1, 1960. Girard Trust Company of Philadelphia, Trustee. Total issue authorized; \$10,000,000. For further details see description under certificate No. 6 above.

Bonds,

51,000 00

22 Feb. 27, 1914.

Rohrerstown, Landisville & Mount Joy Street Railway Company.

For construction and equipment.

Seventy shares treasury stock. Total stock authorized, \$475,000; total outstanding prior to date of filing this certificate, \$436,000. Par value \$50 per share.

Capital stock,

3,500 00

No. Date Filed

Amount.

23 Mar. 4, 1914.	The New York Central & Hudson River Railroad Company. To pay notes of the company. Refunding and improvement mortgage bonds described in Certificate of Notification No. 10, above. This issue to be bonds of series "A" or of series "B," or partly of each. Series "A" shall be \$75,000,000 in amount, dated October 1, 1913, maturing October 1, 2013. Series "B" shall be 5,000,000 pounds sterling in amount, dated October 1, 1913, maturing October 1, 2013. Each series to bear interest at 4½%. No contract for the sale of issue made at time of filing Certificate of Notification.	
	Bonds,	70,000,000 00
24 Mar. 5, 1914.	Philadelphia & Garrettford Street Railway Company. To provide funds to pay for right-of-way, construction and equipment for the extension of the line to the Borough of Media. First mortgage 50-year 5% bonds. For details of amount authorized and outstanding, see description in Certification of Notification at No. 4 above. Of the \$300,000 previously pledged as collateral security on bonds, it is now proposed to sell \$100,000, dated August 1, 1905, maturing August 1, 1955.	
	Bonds,	100,000 00
25 Mar. 6, 1914.	Eastern Pennsylvania Railways Company. To reimburse the Company for amounts expended for equipment and for improvements, etc., to its plants or to plants controlled by it, and for the acquisition of additional properties. First mortgage 5% bonds. For details of amount authorized and outstanding see description in Certificate of Notification at No. 18 above. Of the \$428,500 bonds held in the treasury it is now proposed to sell \$18,000.	
	Bonds,	18,000 00
26 Mar. 7, 1914.	Philadelphia & Garrettford Street Railway Company. To provide funds to pay for right-of-way, construction and equipment for the extension of the line to the Borough of Media. First mortgage 50-year 5% bonds. For details of amount authorized and outstanding, see description in Certificate of Notification at No. 4 above. Of the \$300,000 previously pledged as collateral security on bonds, it is now proposed to sell \$50,000, dated August 1, 1905, maturing August 1, 1955.	
	Bonds,	50,000 00
27 Mar. 7, 1914.	Philadelphia & Garrettford Street Railway Company. To provide funds for grading, constructing and double-tracking line between Drexel Hill and Baltimore Avenue, and construction of switches at Saxar Avenue and Allisons; and for purchase of capital stock of West Chester Traction Company, not to exceed \$26,400. First mortgage 50-year 5% bonds. For details of amount authorized and outstanding, see description in Certificate of Notification at No. 4 above. It is proposed to issue and sell \$30,000 of bonds heretofore not issued, to be dated August 1, 1905, maturing August 1, 1955.	
	Bonds,	30,000 00

No. Date Filed.		Amount.
28 Mar. 9, 1914.	Eastern Pennsylvania Railways Company. To reimburse the Company for amounts expended for equipment and for improvements, etc., to its plants or to the plants controlled by it; and for the acquisition of additional properties. First mortgage 5% bonds. For details of amount authorized and outstanding, see description in Certificate of Notification at Nos. 18 and 25 above. Of the \$410,500 bonds held in the treasury it is now proposed to issue and sell \$89,500. Bonds,	89,500 00
29 Mar. 9, 1914.	The Carlisle Gas and Water Company. \$43,400 to refund other bonds; \$35,600 for reduction of floating indebtedness. Four per cent. first mortgage bonds. Total amount authorized, \$200,000, dated December 24, 1913, maturing January 1, 1934. Bonds,	79,000 00
30 Mar. 9, 1914.	The Carlisle Gas and Water Company. To retire bonds of a previous issue, and for reduction of floating indebtedness. Four per cent. first mortgage bonds of same issue as described in Certificate of Notification No. 29, above. Bonds,	15,000 00
31 Mar. 11, 1914.	The Carlisle Gas and Water Company. To be placed in the treasury as a free asset. Four per cent. first mortgage bonds of same issue as described in Certificate of Notification No. 29 above. Bonds,	10,000 00
32 Mar. 13, 1914.	The Philadelphia Suburban Gas & Electric Company. Five per cent. first and refunding mortgage gold bonds of same issue as described in Certificate of Notification No. 6 above, dated February 1, 1910, due February 1, 1960. It is now proposed to sell \$6,000 of the \$17,000 held for redemption of stock of Chester County Public Service Company, as reported in Certificate of Notification No. 21 above. Bonds,	6,000 00
33 Mar. 13, 1914.	Lackawanna Light Company. To retire \$370,000 first mortgage bonds of the same company. Northern Trust Company, Trustee. Dated January 1, 1906. Refunding and extension mortgage 5% bonds dated July 1, 1907, due July 1, 1937. Total amount authorized, \$2,500,000; heretofore issued and outstanding, \$60,000. United States Mortgage and Trust Company of New York, Trustee. Bonds,	370,000 00
34 Mar. 17, 1914.	Buffalo, Rochester and Pittsburgh Railway Company. To aid in purchasing necessary rolling stock consisting of 500 steel under-frame gondola cars, 500 box cars and 10 Mikado-type freight locomotives. Equipment bonds issued under equipment agreement series "H," dated July 1, 1913. Total issue authorized, \$2,000,000, in denominations of \$1,000 each; 125 bonds to mature each year, commencing January 1, 1915, and ending January 1, 1930; interest payable semi-annually. There were outstanding prior to the date of filing this certificate, \$1,056,000, and \$62,961.81 authorized to be held by the treasury. It is now proposed to issue \$881,038.19. Equipment bonds,	881,038 19

No. Date Filed.

Amount.

- 35 Mar. 18, 1914. The West Reading Water Company.
 For the purpose of renewing and increasing the equipment of the plant, and paying for recent improvements.
 Common capital stock. Total amount authorized, \$50,000; outstanding at the date of filing this certificate, \$15,000. It is proposed to issue 500 shares, par value \$10 per share.
 Capital stock, 5,000 00
- 36 Mar. 18, 1914. Lehigh Valley Light and Power Company.
 For the construction or acquisition of electric light properties, and extensions and betterments to present equipment.
 First mortgage 5% gold bonds, dated April 1, 1913, maturing April 1, 1942; interest payable semi-annually. Lehigh Valley Trust Company, Trustee. Total amount authorized, \$2,000,000; \$267,600 outstanding at the time of filing this certificate. It is now proposed to issue \$50,000 to be held in the treasury as a free asset, and eventually to be sold for cash and the proceeds applied for the above purpose.
 Bonds, 50,000 00
- 37 Mar. 23, 1914. Buffalo, Rochester and Pittsburgh Railway Company.
 To pay an indebtedness incurred for extensions, betterments and improvements of company's property, and for the acquisition of additional property.
 Consolidated mortgage bonds dated May 1, 1907, maturing May 1, 1957; interest $4\frac{1}{2}\%$ per annum, payable semi-annually, May 1 and November 1. Central Trust Company of New York, Trustee. Total amount authorized, \$35,000,000; outstanding at the time of filing this certificate, \$7,312,000; \$1,318,000 additional issued and held in the treasury as a free asset. It is now proposed to issue \$1,051,495.89.
 Bonds, 1,051,495 89
- 33 Mar. 25, 1914. The Carbon Telephone Company.
 To retire \$3,000 indebtedness, and for distribution to stockholders as a dividend.
 Increase of capital stock from \$6,000 to \$12,000.
 Capital stock, 6,000 00
- 39 Mar. 25, 1914. Pennsylvania Lighting Company.
 To reimburse the treasury for new construction and betterment work.
 First mortgage 5% per cent. bonds. Total amount authorized, \$2,500,000; outstanding at the date of filing this certificate, \$776,000. It is proposed to issue \$38,000 to be held in the treasury as a free asset.
 Bonds, \$38,000 00
- 40 Mar. 28, 1914. Philadelphia Suburban Gas & Electric Company.
 To retire \$200,000 bonds of the Suburban Gas Company, and \$58,600 to be expended for improvements, betterments and extensions of plants of the Philadelphia Suburban Gas and Electric Company.
 Five per cent. first and refunding mortgage gold bonds of same issue as described in Certificate of Notification No. 6 above; dated February 1, 1910, due February 1, 1960. It is now proposed to sell \$258,000.
 Bonds, 258,000 00

No. Date Filed.

Amount.

- 41 Mar. 31, 1914. Pittsburgh and Butler Railway Company.
To be distributed to the stockholders of the Pittsburgh and Butler Street Railway Company and the Butler Passenger Railway Company, to effect a merger of those companies under the name of Pittsburgh and Butler Railway Company.
Thirty-five thousand shares common capital stock (being the total amount authorized), par value \$50 each, aggregating \$1,750,000.
Capital stock, 1,750,000 00
- 42 Mar. 30, 1914. Portage Water Company.
Acquisition of property and franchises of the Martindale Water Company, and to provide for necessary extensions and improvements to the water plant.
Five hundred shares capital stock, par value \$50 each; total \$50,000, divided into 100 shares preferred stock, \$20,000, and 300 shares common stock, \$30,000.
Capital stock, 50,000 00
General mortgage 30-year 6% bonds dated April 1, 1914, interest payable semi-annually.
Bonds, 50,000 00
- 43 Mar. 30, 1914. The Citizens' Traction Company.
To satisfy obligations incurred in respect to betterments, improvements, developments, extensions or additions made to the physical property of the company.
First mortgage 5% sinking fund gold bonds dated April 1, 1912. Total amount authorized, \$2,500,000; outstanding, \$1,202,000. It is now proposed to sell \$11,000.
Bonds, 11,000 00
- 44 Apr. 6, 1914. Buffalo, Rochester and Pittsburgh Railway Company.
To refund equipment bonds.
Consolidated mortgage 4½% bonds of the same issue as described in Certificate of Notification No. 37 above, dated May 1, 1907, due May 1, 1957; interest payable semi-annually. It is now proposed to sell \$349,000 of the \$1,318,000 held in the treasury as a free asset.
Bonds, 349,000 00
- 45 Apr. 6, 1914. Lehigh Valley Railroad Company.
To purchase rolling stock as follows: 65 steel passenger coaches, 10 steel smoking cars, 25 steel baggage and express cars, 1,000 self-clearing double-hopper steel coal cars.
Lehigh Valley Equipment Trust Certificates, series "M," dated March 1, 1914; 200 bonds to mature each year, commencing March 1, 1915, and ending March 1, 1923; interest at the rate of 4½% per annum, payable semi-annually. Total amount authorized, \$1,800,000, all of which it is now proposed to issue.
United States Mortgage and Trust Company, Trustee.
Equipment bonds, 1,800,000 00
- 46 Apr. 9, 1914. Juniata and Southern Railroad Company.
To construct a portion of line from Paradise, Huntingdon County, Pa., to Jacob's Mine in said county, a distance of approximately 7½ miles.
Bonds secured by mortgage dated January 30, 1914; Northern Central Trust Company of Williamsport, Trustee. Total amount authorized, \$50,000; amount outstanding prior to the date of filing this Certificate of Notification, \$5,000. Maturing \$5,000 January 30, 1914, and \$5,000 January 30 of each year

No. Date Filed.

Amount.

	thereafter until all shall have been retired. It is now proposed to issue \$45,000 to be held in the treasury as a free asset.	
	Bonds,	45,000 00
47 Apr. 9, 1914.	The Cleveland and Pittsburgh Railroad Company. For improvements and additions to road. Thirty-two thousand two hundred and eighty-six shares of 4% special stock known as "Special Guaranteed Betterment Stock," of the par value of \$50 each, to be guaranteed by the Pennsylvania Railroad Company; all to be issued to the Pennsylvania Railroad Company to reimburse that company for improvements to the road of The Cleveland and Pittsburgh Railroad Company.	
	Capital stock,	1,614,300 00
48 Apr. 11, 1914.	The Carlisle Gas and Water Company. To be held in the treasury as a free asset. Four per cent. first mortgage bonds of same issue as described in Certificate of Notification No. 29 above.	
	Bonds,	15,000 00
49 Apr. 15, 1914.	Hanover Light, Heat and Power Company. As a stock dividend declared by the Board of Directors on March 18, 1913. Common capital stock; total amount authorized, \$150,000; outstanding at the date of filing this certificate, \$60,000. It is now proposed to issue 800 shares, par value \$50 per share.	
	Capital stock,	40,000 00
50 Apr. 15, 1914.	Hanover and McSherrystown Street Railway Company. As a stock dividend declared by the Board of Directors on July 18, 1913. Common capital stock. Total amount authorized \$200,000; outstanding at the date of filing this certificate, \$90,000. It is now proposed to issue 900 shares, par value \$50 per share.	
	Capital stock,	45,000 00
51 Apr. 17, 1914.	The New York Central and Hudson River Railroad Company. Refunding and improvement mortgage bonds described in Certificates of Notification Nos. 10 and 23 above. This certificate is supplemental to certificate No. 23 above, and covers the proposed sale of \$40,000,000 of the bonds described in the said certificate.	
	Bonds,	40,000,000 00
52 Apr. 18, 1914.	Eastern Pennsylvania Railways Company. To reimburse the treasury for amounts expended for equipment and for improvements, etc., to the company's plants or to the plants controlled by it, and for the acquisition of additional properties. First mortgage 5% bonds. For details of the amount authorized and outstanding, see description in Certificates of Notification Nos. 18, 25, and 28 above. Of the \$321,000 bonds held in the treasury it is now proposed to issue and sell \$50,000.	
	Bonds,	50,000 00
53 Apr. 20, 1914.	Consolidated Traction Company. To provide a part of the funds necessary for the acquisition of 100 double-truck closed street railway motor cars, to be numbered from 4250 to 4349, both inclusive. Five per cent. gold car trust bonds dated April 1, 1914; issued in series of 25, a series maturing every six months beginning with April 1, 1915,	

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Amount.

and ending with October 1, 1924. Union Trust Company of Pittsburgh, Trustee. It is proposed to issue and sell the total amount authorized—500 bonds, par value \$1,000 each, \$500,000.

Equipment bonds, 500,000 00

54 Apr. 21, 1914. Hanover and McSherrystown Street Railway Company.

To pay the floating indebtedness of the company and the loans for which the bonds now about to be issued and sold are now pledged as collateral security.

Five per cent. first mortgage bonds dated June 1, 1908, due June 1, 1928. Total amount authorized, \$500,000; amount issued prior to the filing of this Certification of Notification, \$151,000. It is now proposed to issue and sell \$249,000, the proceeds to be used for the purpose specified above.

Bonds, 249,000 00

55 Apr. 24, 1914. Philadelphia Suburban Gas and Electric Company.

To reimburse the company for 90% of the cost of improvements placed upon the plants of the company to March 31, 1914, in accordance with terms of mortgage.

Five per cent. first and refunding mortgage gold bonds of same issue as described in Certificate of Notification Number 6 above, dated February 1, 1910, due February 1, 1960. It is now proposed to sell \$26,000.

Bonds, 26,000 00

56 Apr. 28, 1914. Schuylkill Gas and Electric Company.

Of the \$1,200,000 to be issued, \$346,778 thereof shall be exchanged for a like amount of certain temporary bonds or certificates of indebtedness outstanding against the company, and the proceeds realized from the sale of the balance shall be used to pay off the floating indebtedness of the company and the cost of additions, extensions, and improvements to the several plants and systems owned, operated or controlled by it.

First mortgage 30-year sinking fund 6% gold bonds dated April 1, 1913, due April 1, 1943, interest payable semi-annually. Girard Trust Company, Trustee. Total amount of bonds authorized to be issued, \$2,000,000. It is now proposed to issue \$1,200,000.

Bonds, 1,200,000 00

57 May 1, 1914. Westmoreland Water Company.

To retire certificates of indebtedness issued in the purchase of properties and franchises of certain underlying companies, and to pay off the floating and other indebtedness of the said underlying companies.

First and refunding mortgage 5% 50-year gold coupon bonds dated January 1, 1914, due January 1, 1964, interest payable semi-annually. Girard Trust Company, Trustee. Total amount of bonds authorized to be issued, \$5,000,000. It is now proposed to issue \$839,000 bonds, divided into series as follows:

Par Value		Total Par
Numbers.	of each Bond.	Value of Series.
1 to 200,	\$100 00	\$20,000 00
201 to 1000,	500 00	400,000 00
1001 to 1419,	1,000 00	419,000 00
		<u>\$839,000 00</u>

Bonds, 839,000 00

No. Date Filed.		Amount.
58 May 5, 1914.	<p>West Penn Traction Company.</p> <p>To pay the floating indebtedness of, and provide working capital for, the company; and to provide funds for betterments and improvements. Six per cent. collateral trust gold notes dated March 1, 1914, consisting of series "A" and series "B"; series "B" notes being subject and subordinate as to payment both of principal and interest to series "A" notes; series "A" notes due March 1, 1917; series "B" notes due March 1, 1919. Total amount of notes authorized to be issued: \$7,500,000 series "A," \$1,700,000 series "B." It is now proposed to issue and sell \$6,000,000 of series "A" notes, and \$1,700,000 of series "B" notes.</p> <p>Bonds,</p>	<p>7,700,000 00</p>
59 May 5, 1914.	<p>Lehigh and New England Railroad Company.</p> <p>To purchase equipment leased to the company by the Pennsylvania Company for Insurances on Lives and Granting Annuities, Trustee.</p> <p>Lehigh and New England equipment trust certificates, series "D", dated March 1, 1914. \$40,-000.00 of certificates due March 1 of each year until the total amount issued shall have been retired. Interest at the rate of 4½% per annum, payable semi-annually. The Pennsylvania Company for Insurances on Lives and Granting Annuities, Trustee. Total amount of certificates authorized to be issued, \$600,000, all of which it is now proposed to issue.</p> <p>Equipment bonds,</p>	<p>600,000 00</p>
60 May 6, 1914.	<p>Dauphin County Gas Company.</p> <p>To partly reimburse the Harrisburg Gas Company for improvements made by that company to property leased to it by the Dauphin County Gas Company.</p> <p>Twenty-year consolidated mortgage 5% gold bonds dated August 1, 1905, due August 1, 1925; interest payable semi-annually. The Colonial Trust Company of Philadelphia, Trustee. Total amount of bonds authorized to be issued, \$750,000; total amount of bonds outstanding prior to date of filing this Certificate of Notification, \$395,000. It is now proposed to issue \$7,000 to the Harrisburg Gas Company for the purpose set forth above.</p> <p>Bonds,</p>	<p>7,000 00</p>
61 May 12, 1914.	<p>Westmoreland Water Company.</p> <p>To retire bonds of underlying companies.</p> <p>First and refunding mortgage 5% 50-year gold coupon bonds of same issue as described in Certificate of Notification No. 57 above, dated January 1, 1914, due January 1, 1964; interest payable semi-annually. Girard Trust Company, Trustee. Total amount of bonds authorized to be issued, \$5,000,000; amount issued prior to the filing of this Certificate of Notification, \$839,000. It is now proposed to issue \$535,000, numbered from 1420 to 1954, inclusive, par value \$1,000 each.</p> <p>Bonds,</p>	<p>535,000 00</p>
62 May 14, 1914.	<p>Pennsylvania Lighting Company.</p> <p>To reimburse the treasury for new construction and betterment work.</p> <p>First mortgage 5% bonds of same issue as described in Certificate of Notification No. 39 above, dated July 1, 1910, due July 1, 1940. Total amount of bonds authorized to be is-</p>	

No. Date Filed.

Amount.

sued, \$2,500,000; amount outstanding prior to the date of filing this Certificate of Notification, \$814,000. It is now proposed to issue \$13,000 to be held in the treasury as a free asset.

Bonds, 13,000 00

63 May 14, 1914. The Pittsburg and Shawmut Railroad Company.

The proceeds of the sale of this issue shall be used to retire \$2,500,000 of equipment and first lien collateral trust 6% gold notes dated June 1, 1911, due June 1, 1914, and to pay the interest accrued thereon in the sum of \$75,000; to construct main and branch lines, sidings and shops; to purchase additional equipment; to make loans or advances to the Allegheny River Mining Company for payment of the cost of developing new mining plants.

First lien collateral trust 3-year 6% gold notes dated May 1, 1914, due May 1, 1917; interest payable semi-annually. Guaranty Trust Company of New York, Trustee. Total amount authorized to be issued, \$4,500,000; all of which it is now proposed to issue and sell.

Equipment bonds, 4,500,000 00

64 May 15, 1914. West Penn Traction Company.

To pay off the floating indebtedness of and provide working capital for the company, and for betterments and improvements.

First mortgage 5% gold bonds dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee. Total amount authorized to be issued, \$25,000,000; amount outstanding prior to the filing of this Certificate of Notification, \$8,288,500; amount issued and undisposed of, \$16,711,500, of which \$1,277,000 are pledged to secure various notes held by banks and others; \$15,434,500 are held in the treasury.

The resolution of the stockholders and directors of the West Penn Traction Company authorizing the issue of \$9,200,000 gold notes described at No. 58 above, provides that said notes shall be issued in lieu of an equal amount of first mortgage bonds, and the aggregate of all said notes and said bonds issued shall not exceed the sum of \$25,000,000.

Bonds, 15,800,000 00

65 May 16, 1914. Counties Gas and Electric Company.

To reimburse the treasury for moneys expended in making additions, extensions and improvements to property.

General mortgage 5% 50-year gold bonds dated October 1, 1912, due October 1, 1962, interest payable semi-annually. Commercial Trust Company of Philadelphia, Trustee. Total amount of bonds authorized to be issued, \$7,500,000; \$374,000 were immediately certified and delivered by the Trustee; \$1,797,000 were retained by the Trustee to be certified as required, for the purpose of retiring certain underlying bonds of the company; \$5,329,000 retained to be certified as required, for paying the cost of making additions, etc., to the plants and properties of the company. Of the \$5,329,000 so retained, \$584,000 had been issued prior to the date of this Certificate of Notification, for additions, etc., to the properties of the company, making the total is-

No. Date Filed.

Amount.

sued and outstanding prior to the date of this Certificate of Notification, \$958,000. It is now proposed to issue \$174,000, representing additional expenditures for extensions, etc., to the properties of the company from October 1, 1912, to April 30, 1914.

Bonds, 174,000 00

66 May 11, 1914. Lake Erie, Franklin and Clarion Railroad Company.

To provide in part the funds necessary for the acquisition of 100 steel hopper gondola coal cars and 3 locomotives.

First mortgage 40-year 5% gold bonds dated December 1, 1912, due December 1, 1953, interest payable semi-annually. Fidelity Title and Trust Company of Pittsburgh, Trustee. Total amount of bonds authorized to be issued, \$1,000,000; amount outstanding prior to the filing of this Certificate of Notification, \$775,000. It is now proposed to issue and sell \$60,000.

Bonds, 60,000 00

67 May 18, 1914. West Penn Traction Company.

To be pledged with the Continental and Commercial Trust and Savings Bank, Trustee, in accordance with provisions of collateral trust agreement and mortgage dated March 2, 1914.

First mortgage 5% gold bonds of same issue as described in Certificate of Notification No. 64 above, dated June 1, 1910, due June 1, 1960. Trust Company of America, New York City, Trustee. Total amount authorized to be issued, \$25,000,000, less \$9,200,000 gold bonds covered by Certificate of Notification No. 58 above. It is now proposed to issue and pledge under collateral trust agreement and mortgage covering the issue of gold notes described in Certificate of Notification No. 58 above, \$162,000.

Bonds, 162,000 00

68 May 19, 1914. Pipe Line Refrigerating Company.

To be exchanged, with other securities in the treasury of the company, for securities as follows: \$12,000 par value of second mortgage 6% gold bonds of the Southwark Ice Company; \$45,000 par value of the 6% third mortgage gold bonds of the Southwark Ice Company; \$75,000 par value of the common capital stock of the Southwark Ice Company; \$69,000 par value of the common capital stock of the Delaware Storage and Freezing Company; \$6,800 par value of the common capital stock of the Phoenix Ice Manufacturing Company; \$50,000 of the common capital stock of the Charles L. Turner Company; \$17,400 of the common capital stock of the Central Freezing Company.

Total amount of capital stock authorized to be issued: 650 shares common capital stock, par value \$100 per share, \$65,000; 1,200 shares 8% cumulative preferred stock (non-voting), par value \$50 per share, \$60,000; total amount of capital stock, \$125,000. Amount issued prior to the filing of this Certificate of Notification, \$5,000. It is now proposed to issue \$120,000 for the purpose explained above.

Capital stock, 120,000 00

No. Date Filed.

Amount.

69 May 22, 1914. Philadelphia Suburban Gas and Electric Company.

To reimburse the treasury for 90% of the cost of improvements placed upon the plants of the company to April 30, 1914, in accordance with terms of mortgage

Five per cent. and refunding mortgage gold bonds of same issue as described in Certificate of Notification No. 6 above, dated February 1, 1910, due February 1, 1960. It is now proposed to issue and sell \$41,000.

Bonds, 41,000 00

70 May 22, 1914. Pittsburg, Shawmut and Northern Railway Company.

To retire \$525,000 receiver's certificates of indebtedness issued June 1, 1909, and due June 1, 1914

Receiver's certificates of indebtedness dated June 1, 1914, due June 1, 1917; interest at 5% per annum, payable semi-annually. Total amount authorized to be issued, \$525,000, all of which it is now proposed to issue and sell, the proceeds to be used for the purpose specified above.

Receiver's certificates, 525,000 00

71 May 29, 1914. West Penn Traction Company.

First mortgage 5% gold bonds dated June 1, 1910, due June 1, 1960; being a portion of the bonds described in Certificate of Notification No. 64 above. Of the \$1,277,000 reported in Certificate of Notification No. 64 as having been pledged to secure various notes, \$1,270,000 have been repledged with the Continental and Commercial Trust and Savings Bank, as Trustee, under the collateral trust agreement and mortgage covering the issue of the gold notes described in Certificate of Notification No. 58 above.

Bonds, 1,270,000 00

Twenty-four thousand dollars of the bonds reported as undisposed of in Certificate of Notification No. 64 above have been pledged with the Continental and Commercial Trust and Savings Bank, as Trustee, under the agreement and mortgage covering the gold notes described in Certificate of Notification No. 58 above.

Bonds, 24,000 00

Eight hundred and sixty-three thousand dollars of the bonds referred to as issued and outstanding in Certificate of Notification No. 64, above, have been acquired by the company and pledged with the Continental and Commercial Trust and Savings Bank, as Trustee, under the agreement and mortgage covering the issue of gold notes described at Certificate of Notification No. 58 above.

Bonds, 863,000 00

72 June 5, 1914. Metropolitan Electric Company.

For betterments, improvements and extensions to the property of the company.

First mortgage 5% sinking fund gold bonds dated April 1, 1909. Girard Trust Company, Trustee. Total amount authorized to be issued, \$5,000,000; amount outstanding prior to the filing of the Certificate of Notification, \$2,660,000; amount retired, \$26,000. It is now proposed to issue \$28,000.

Bonds, 28,000 00

No. Date Filed.

Amount.

73 June 6, 1914. Pittsburgh, Youngstown and Ashtabula Railway Company.

First general mortgage 4% bonds. Central Trust Company of New York, Trustee. Total amount authorized to be issued, \$15,000,000. Series "A" of said bonds, amounting to \$5,000,000, created in June, 1908; dated June 1, 1908, due June 1, 1948; interest payable semi-annually.

Amount of bonds of series "A" outstanding prior to the filing of this Certificate of Notification, \$2,586,000; amount retired, \$54,000. It is now proposed to issue \$510,000 of series "A" bonds to the Pennsylvania Company, lessee, to reimburse that Company in part for additions and betterments made to the property of the Pittsburgh, Youngstown and Ashtabula Railway Company.

Bonds, 510,000 00

74 June 5, 1914. Philadelphia Rapid Transit Company.

To be held in the treasury as a free asset.

Fifty-year 5% sinking fund gold bonds dated March 1, 1912, due March 1, 1962. Commercial Trust Company, Trustee. Total amount of bonds authorized to be issued, \$10,000,000; amount outstanding prior to filing this Certificate of Notification, \$6,000,000. It is now proposed to issue \$2,000,000 to be held in the treasury as a free asset.

Bonds, 2,000,000 00

75 June 12, 1914. The Gaffney and James City Railroad Company.

To provide cash capital for the company.

Two hundred shares common capital stock, par value per share, \$100; total, \$20,000; all of which it is now proposed to issue at par for cash.

Capital stock, 20,000 00

76 June 13, 1914. Lehigh Valley Light and Power Company.

To reimburse the treasury for moneys expended in making additions and betterments to the company's properties.

First mortgage 5% gold bonds dated April 1, 1913, maturing April 1, 1942, interest payable semi-annually. Lehigh Valley Trust Company, Trustee. For the total amount authorized and outstanding see certificate of Notification No. 36 above. It is now proposed to sell the \$50,000 bonds heretofore issued and held in the treasury as a free asset. (See Certificate of Notification No. 36 above).

Bonds, 50,000 00

77 June 13, 1914. Lehigh Valley Transit Company.

To reimburse the treasury for money expended out of current funds in acquiring bonds of the Quakertown Traction Company.

First mortgage 30-year gold bonds dated December 1, 1905, due December 1, 1935; series "A" bearing interest at the rate of 4% per annum, payable semi-annually, and series "B" bearing interest at the rate of 5% per annum, payable semi-annually. Guaranty Trust Company of New York City, Trustee. Total amount of bonds authorized to be issued, \$5,000,000; amount issued prior to the filing of this Certificate of Notification, \$4,983,000 (of which \$26,000 are held in the treasury as a free asset). It is now proposed to sell the \$26,000 of bonds heretofore issued and held in the treasury as a free asset.

Bonds, 26,000 00

No. Date Filed.

Amount.

78	June 13, 1914.	West Houtzdale Water Company. To provide funds for making extensions to the water distribution system. Notes dated June 1, 1914, due June 1, 1919; interest at 6% per annum, payable semi-annually. Total amount of notes authorized to be issued, \$5,000, all of which it is now proposed to issue and sell for cash, at par. Notes,	5,000 00
79	June 18, 1914.	Philadelphia Suburban Gas and Electric Company. To reimburse the treasury in the amount of 90% of the cost of improvements placed upon the company's plants to May 31, 1914. Five per cent. and refunding mortgage gold bonds of same issue as described in Certificate of Notification No. 6 above, dated February 1, 1910, due February 1, 1960. It is now proposed to issue and sell \$56,000. Bonds,	56,000 00
80	June 22, 1914.	Erie County Electric Company. To reimburse the treasury for improvements paid for out of current funds. Six per cent. consolidated gold bonds dated January 1, 1909, due January 1, 1959. Total amount of bonds authorized to be issued, \$1,000,000; amount outstanding prior to the filing of this Certificate of Notification, \$717,000; \$203,000 held in the treasury to retire outstanding bonds of underlying companies; \$80,000 held in the treasury as a free asset. It is now proposed to sell for cash the \$80,000 held in the treasury as a free asset. Bonds,	80,000 00
81	June 23, 1914.	The Mercer County Light, Heat and Power Company. To reimburse the treasury for new construction, betterments and improvements made to the company's property. Five per cent. first mortgage sinking fund gold bonds dated January 1, 1912, due January 1, 1942. Commonwealth Trust Company of Pittsburgh, Trustee. Total amount of bonds authorized to be issued, \$200,000; amount outstanding prior to filing this Certificate of Notification, \$64,200; \$33,400 issued and pledged as security for various notes held by banks and others; \$101,900 held by Trustee, and to be issued on account of acquisition of new property and betterments and improvements made to present property. It is now proposed to issue \$11,500 of the \$101,900 just referred to, which are to be pledged. Bonds,	11,500 00
82	June 24, 1914.	Scranton Electric Company. To reimburse the company in the amount of 80% of the cost of additions, betterments and improvements made or about to be made to the company's property. First and refunding mortgage 5% gold bonds dated July 1, 1907, due July 1, 1937. United States Mortgage and Trust Company, Trustee. Total amount of bonds authorized to be issued, \$10,000,000; amount issued prior to the filing of this Certificate of Notification, \$4,383,000 (of which \$200,000 have been redeemed and cancelled). It is now proposed to issue \$201,000, which will be sold for cash. Bonds,	201,000 00

No. Date Filed.

Amount.

83	June 25, 1914.	Wyoming Valley Water Supply Company. To be issued to the Lehigh Valley Railroad Company to reimburse the railroad company for money advanced and loaned to the water company for betterments and improvements. Five per cent. first mortgage bonds dated July 1, 1910, due July 1, 1960, interest payable semi-annually. United States Mortgage and Trust Company, Trustee. Total amount of bonds authorized to be issued, \$2,000,000; amount outstanding prior to the filing of this Certificate of Notification, \$1,198,000. It is now proposed to issue \$30,000. Bonds,	30,000 00
84	June 25, 1914.	Pennsylvania and New York Canal and Railroad Company. To be issued to the Lehigh Valley Railroad Company to reimburse that company for money advanced to the canal and railroad company for betterments and additions. Fifty-year 5% gold debenture bonds dated June 30, 1914, due July 1, 1964; interest payable semi-annually. Total amount authorized to be issued, \$135,000, all of which it is now proposed to issue to the Lehigh Valley Railroad Company for the purpose set forth above. Bonds,	135,000 00
85	June 25, 1914.	Montrose Railroad Company. To be issued to the Lehigh Valley Railroad Company to reimburse that company for money advanced to the Montrose Railroad Company for betterments and improvements. Fifty-year 5% gold debenture bonds dated July 1, 1914, due July 1, 1964; interest payable semi-annually. Total amount authorized to be issued, \$3,000, all of which it is now proposed to issue to the Lehigh Valley Railroad Company for the purpose set forth above. Bonds,	3,000 00
86	June 25, 1914.	Easton and Northern Railroad Company. To be issued to the Lehigh Valley Railroad Company to reimburse that company for money advanced to the Easton and Northern Railroad Company for betterments and improvements. Fifty-year 5% gold debenture bonds dated July 1, 1914, due July 1, 1964; interest payable semi-annually. Total amount authorized to be issued, \$18,000, all of which it is now proposed to issue to the Lehigh Valley Railroad Company for the purpose set forth above. Bonds,	18,000 00
87	June 25, 1914.	Hazleton Water Company. To be issued to the Lehigh Valley Railroad Company to reimburse that company for money advanced to the Wyoming Valley Water Company for betterments and improvements. Fifty-year 5% gold debenture bonds dated July 1, 1914, due July 1, 1964; interest payable semi-annually. Total amount authorized to be issued, \$25,000, all of which it is now proposed to issue to the Lehigh Valley Railroad Company for the purpose set forth above. Bonds,	25,000 00

No. Date Filed.

Amount.

88	June 27, 1914.	The New York Central and Hudson River Railroad Company, The Lake Shore and Michigan Southern Railway Company and The Pittsburgh and Lake Erie Railroad Company. In payment for rolling-stock equipment. Equipment Trust Certificates of 1913. Total amount authorized to be issued, \$24,000,000; amount issued prior to the filing of this Certificate of Notification, \$15,494,000, of which \$836,000 have been retired. It is now proposed to issue and sell for cash, \$4,214,000. Equipment Bonds,	\$4,214,000 00
89	June 30, 1914.	Bessemer and Lake Erie Railroad Company. To be sold for cash, and the proceeds applied to the purchase of 1,000 steel gondola cars and 1,500 steel hopper cars. "Euclid" Equipment Trust gold bonds dated July 1, 1914, and maturing in series: The first series maturing July 1, 1924, and a series maturing each year thereafter until July 1, 1933, at which time the total issue shall have been retired. Interest at 5% per annum, payable semi-annually. Home Trust Company, Trustee. Total amount of bonds authorized to be issued, \$2,500,000.00, all of which it is now proposed to issue and sell for cash, the proceeds to be applied as set forth above. Bonds,	2,500,000 00

I

FINANCIAL STATEMENT.



STATEMENT OF EXPENDITURES FOR SALARIES, TRAVEL-
ING AND OTHER EXPENSES OF THE PUBLIC SERVICE
COMMISSION JULY 26, 1913 TO JUNE
30, 1914.

Salaries of Commissioners,	\$61,533 18
Salaries of officers,	23,697 01
Salaries of employees,	22,256 49
Traveling expenses,	2,968 02
Telegrams,	485 91
Postal service,	1,560 20
Express and freight,	59 56
Janitor service,	327 34
Books, maps, etc.,	311 53
Extra clerical and stenographic services,	2,326 38
Expert services,	1,007 04
Miscellaneous,	759 11
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Total,	\$117,291 77
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REPORT OF INVESTIGATOR OF ACCIDENTS.



REPORT OF THE INVESTIGATOR OF ACCIDENTS.

To the Members of The Public Service Commission of the Commonwealth of Pennsylvania.

Gentlemen: I beg leave to present herewith the report of the Bureau of Accidents for the period beginning July 28th, 1913, to June 30th, 1914, and I take this occasion to thank the members of the Commission for the kindness and indulgence manifested by them toward the Department of which I have the honor to be in charge.

This report shows that during the time indicated 13,351 persons were injured on the steam railroads and the street railways of this State. It shows the character and result of the accidents and whether the person injured was an employee, a passenger or a trespasser; and there is also a classification for persons injured, other than the classes enumerated, which includes accidents at grade crossings.

There were 10,190 persons injured on the railroads. Of this number 991 were killed. The latter embraced 328 employees; 15 passengers; 555 trespassers and 93 others.

There were 3,161 persons injured on the street railways. Of this number 170 were killed, the fatalities including 15 employees; 19 passengers; 20 trespassers and 116 others.

Included in the total number of accidents are 79 persons killed and 222 injured at grade crossings of railroads and 2 killed and 70 injured at grade crossings of street railways.

According to the accident reports of railroad companies 53 trespassers struck by cars were under the influence of intoxicating liquor, and of this number 24 were killed.

The street railway companies report that 9 intoxicated persons were killed and that 80 were injured.

The above summary will give the Commission an idea of the vast field for activity along the line of protection and the necessity for the adoption of every practicable method with this end in view.

It is more important to safeguard the lives of people than it is to determine whether a passenger is overcharged or whether a shipper is unjustly assessed for the transportation of his goods.

There are approximately 10,000 public crossings of steam railroads at grade in this State and it is gratifying to know that the Commission has begun the work tending to their elimination.

Watchmen, gates and bells do not constitute absolutely reliable protection.

Our reports show that during the period embracing January 1st and June 30th of this year 44 accidents occurred at protected crossings by which 15 people were killed and 34 were injured.

During the same period 17 were killed and 58 injured at unprotected crossings.

Since the Public Service Company Law came into full force and effect the Commission has issued protective orders that have doubtless brought beneficial results. The requirements that the cars of street passenger railway companies be equipped with jacks; that conductors precede the cars over the tracks of steam railroads and that passengers be not allowed on the front platform of street cars are being observed. There was an apparent disposition on the part of some of the employees to disregard these regulations but when informed that the orders were issued to be obeyed their indifference was no longer displayed.

There are other measures, however, concerning the operation of street cars the adoption of which is essential to the comfort and the safety of passengers and employees.

Complaints have been received that the steps and running boards of the cars of some of the lines are too high and are not only the cause of accidents but are a source of inconvenience. Investigation shows that these grievances are well founded. I have, in consequence, held conferences with representatives of the Pennsylvania Street Railways Association with a view to the adoption by the Commission of such regulations as will remove this objection and will make further provision for the enclosing of the front platform of cars so that the employees may have that measure of protection to which they are entitled.

The equipment of all cars with power brakes as well as hand brakes and the daily operation of both brakes; the installation of automatic couplers; a safe and proper method of heating cars and the maintenance of lights at highway crossings and at points on the line of the railway—such as the approaches to sharp curves, bridges, steep grades, etc., in country districts, and a reasonable control of the intensity of headlights of cars on public highways, will all contribute to the elimination of elements that figure in accidents of various kinds.

The accident which recently occurred in the Phoenixville Tunnel on the line of the Philadelphia and Reading Railway emphasizes the necessity of giving the matter of tunnels our prompt and serious consideration. I have, therefore, sent a communication to the steam railroad companies operating in Pennsylvania, requesting them to furnish information in reply to the following:

Location and name of tunnel.

Dimensions of tunnel, with degree of curves and percentage of grades.

When constructed.

Character of construction, as to interior lining, bracing, etc.

Method of ventilation.

If ventilated, state character of ventilation and whether it is adequate.

Number of tracks in tunnel.

Our investigations show that during the period embracing January 1st and June 30th, 1914, 7 people were killed and 105 injured by overhead or side obstructions on the line of steam roads. The co-operation of people interested in safety first work is invited to the end that all dangerous conditions may be inspected; as it is more essential that these obstructions be removed before an accident occurs than it is to investigate after the injury has been done.

Complaints have been received as to the height of tenders on shifting engines. It is the practice of some roads to attach a large tender to an engine of this kind and it is impossible for the engineer to obtain a view of the track without leaning out of the cab to an extent that endangers his own life and the lives of others.

Respectfully,

JOHN P. DOHONEY,
Investigator of Accidents.

SUMMARY OF RAILROAD AND STREET RAILWAY ACCIDENTS RECEIVED AND TABULATED FOR THE PERIOD—JULY 27, 1913—June 30, 1914.

	Killed.	Injured.	Total.	Percentage of Fatalities
Railroads,	991	9,199	10,190	9.72
Street Railways,	170	2,991	3,161	5.38
Total,	1,161	12,190	13,351	8.70

ACCIDENTS CLASSIFIED AS TO EMPLOYEES, PASSENGERS, TRESPASSERS AND OTHERS—RAILROADS.

	Killed.	Per Cent.	Injured.	Per Cent.	Total.	Per Cent.
Employees,	328	33.10	7,337	79.76	7,665	75.22
Passengers,	15	1.51	969	10.53	984	9.66
Trespassers,	555	56.00	550	5.98	1,105	10.84
Others,	93	9.39	343	3.73	436	4.28
Total,	991	100.00	9,199	100.00	10,190	100.00

STREET RAILWAYS.

	Killed.	Per Cent.	Injured.	Per Cent.	Total.	Per Cent.
Employees,	15	8.82	129	4.31	144	4.56
Passengers,	19	11.18	1,328	44.40	1,347	42.61
Trespassers,	20	11.76	50	1.67	70	2.21
Others,	116	68.24	1,484	49.62	1,600	50.62
Total,	170	100.00	2,991	100.00	3,161	100.00

Total killed and injured, 13,351.
Report closed June 30, 1914.

TABULATION SHOWING PERCENTAGE OF FATALITIES IN EACH CLASS OF PERSONS TO THE TOTAL NUMBER OF ACCIDENTS.

RAILROADS.

	Killed.	Total Accidents.	Percentage of Fatalities.
Employees,	328	7,665	4.28
Passengers,	15	984	1.52
Trespassers,	555	1,105	50.23
Others,	93	436	21.33
Total,	991	10,190	9.72

STREET RAILWAYS.

	Killed.	Total Accidents.	Percentage of Fatalities.
Employees,	15	144	10.42
Passengers,	19	1,347	1.41
Trespassers,	20	70	28.75
Others,	116	1,600	7.25
Total,	170	3,161	5.38

Railroad	Casualties										Grade Crossing										Derailment										Falling of Trains										At Station or Loading Platform										Infall of Failure of Highway or Equipment										Swimming										Struck by Overhead or Side Structures										Knocking Down or Runover										Hanging From or Caught																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Report by Department or State Administration												Boarding Truck or Roadcar												Handling Freight or Passengers												Coupling or Uncoupling Cars												Pulling from Train, Location of Cars												Jumping On or Off Train, Location of Cars												Arms by Train, Location of Cars												Miscellaneous 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REPORTS OF ACCIDENTS ON RAILROADS.
SUMMARY FOR THE PERIOD—JULY 27, 1913—JUNE 30, 1914.

	Killed.				Injured.				Total.		Percentage.	
	E.	P.	T.	O.	E.	P.	T.	O.	K.	I.	K.	I.
Collision,	29	1	3	1	274	241	2	1	34	518	3.43	5.63
Grade crossing,	4	.....	2	73	1	.....	4	217	79	222	7.97	2.41
Derailment,	17	.....	3	.....	114	82	.....	.....	20	196	2.01	2.13
Parting of trains,	1	.....	.....	.....	29	.....	.....	.....	1	29	.....	.10
At stations or loading platforms, .....	.....	.....	.....	.....	108	134	3	42	.....	287	.....	3.12
Defect or failure of roadway or equipment, .....	.....	.....	.....	.....	131	12	1	1	1	145	.....	1.58
Switching,	7	.....	.....	3	664	.....	1	26	10	691	1.01	7.51
Overhead or side obstruction,	12	.....	4	.....	195	6	7	.....	16	208	1.62	2.26
Repairing track or roadbed,	2	.....	.....	.....	923	.....	.....	.....	2	923	.....	10.03
Handling freight or baggage,	1	.....	.....	.....	728	.....	.....	10	1	738	.....	8.02
Coupling or uncoupling,	10	.....	.....	1	234	.....	.....	.....	11	235	.....	2.55
Falling from locomotives or cars,	38	4	32	.....	794	111	37	6	74	948	7.47	10.31
Jumping on or off locomotives or cars,	9	7	43	.....	935	175	174	4	59	1,288	5.95	14.00
Struck by locomotives or cars,	188	3	462	13	251	3	270	22	666	546	67.21	5.94
Miscellaneous,	9	.....	6	2	1,456	205	51	13	17	2,225	1.72	24.19
Total,	328	15	555	93	7,337	969	550	343	991	9,199	100.00	100.00

Total accidents, 10,190.
Report closed June 30, 1914.

REPORT OF ACCIDENTS ON STREET RAILWAYS.
SUMMARY FOR THE PERIOD--JULY 27, 1913--JUNE 30, 1914.

	Killed.			Injured.			Total.		Percentage.	
	E.	P.	T.	O.	E.	P.	T.	O.	K.	I.
Collision,	3	3	.....	.....	51	336	.....	1	6	388
Grade crossing, .....	.....	.....	.....	2	1	58	.....	11	2	70
Derailment,	3	1	.....	.....	11	250	.....	11	4	272
Repairing of right-of-way, .....	.....	.....	.....	.....	6	.....	.....	.....	.....	6
Overhead or side obstruction, .....	.....	.....	.....	.....	1	4	2	.....	.....	8
Contact with trolley or feed wire, .....	.....	.....	.....	1	1	.....	.....	3	1	4
Contact with third rail, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling within car, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defect or failure of roadway or equipment, .....	.....	2	.....	.....	.....	36	.....	.....	.....	.....
Persons on running boards, .....	.....	.....	.....	.....	6	48	.....	3	2	36
Collision of car and vehicle, .....	.....	.....	.....	.....	3	15	.....	.....	.....	57
Persons struck by car,	1	.....	.....	10	8	60	2	.....	.....	20
Falling from car,	3	.....	20	102	7	4	16	660	11	730
Jumping on or off car in motion,	2	2	.....	.....	4	170	8	734	125	761
Miscellaneous, .....	.....	11	.....	1	1	250	13	.....	4	182
.....	3	.....	.....	.....	29	97	7	54	12	318
Total,	15	19	20	116	129	1,322	50	1,484	170	2,991
									100.00	100.00

Total accidents, 3,161.
Report closed June 30, 1914.

[illegible]

NOTE: The abbreviations used in the above classification are as follows: 1" Engine; 2" Pump; 3" Hose; 4" Com.; 5" E.C.; 6" Box.

Contract with Third Ball.

Falling Within Cure.

Defect or Failure of Roadway or Equipment

TOWN AND HOUSING BOARD

Collection of Car and Vehicle on Public Highway.

Share by Car

Building Your Case

[illegible]

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STATEMENT OF FATALITIES AND INJURIES TO EMPLOYEES OF
RAILROADS SHOWING COMPARATIVE HAZARD OF VARIOUS OCCU-
PATIONS. FOR PERIOD—JULY 27, 1913—JUNE 30, 1914.

	Killed.	Injured.
Baggagemen,		57
Brakemen,	100	2,325
Car cleaners,	3	71
Car inspectors,	16	48
Car repairmen,	2	93
Carpenters,	4	69
Conductors,	16	528
Crossing watchmen,	11	7
Engineers,	22	453
Express messengers and mail clerks,		26
Firemen,	17	928
Flagmen,	9	190
Freight handlers,	2	569
Sectionmen and work train laborers,	70	1,189
Signalmen,	6	30
Track walkers,	17	15
Yard crews,	16	520
Miscellaneous,	17	219
Total,	328	7,337

Report closed June 30, 1914.

STATISTICS RELATING TO RAILROAD ACCIDENTS THAT
OCCURRED FROM JANUARY 1, 1914, WHEN THE PUB-
LIC SERVICE COMPANY LAW BECAME
EFFECTIVE, UNTIL JUNE 30.

COLLISIONS:

There were 95 collisions resulting in 16 deaths—15 employees and 1 passenger;
124 injured—110 employees, 13 passengers and 1 trespasser.

Of the 95 collisions: Seven were head-on, resulting in the death of 5 and injuring
13 employees; 19 rear-end collisions, causing the death of 6 employees and
1 passenger and injuring 36 employees, 9 passengers and 1 trespasser; 16
side-swipes, causing the death of 2 employees and injuring 17 employees and
2 passengers; 53 shifting and switching collisions, causing the death of 2
and injuring 34 employees, 10 passengers and 2 trespassers.

DERAILMENTS:

One caused by broken axle—1 employee injured.

One caused by low rail joint—1 employee killed.

One caused by excessive speed on curve—1 employee killed and 1 injured.

One caused by excessive speed on straight road—killing 5 and injuring 3 em-
ployees.

One caused by spreading rails—1 employee injured.

One caused by buckling of cars—1 trespasser killed.

One caused by bolt wedged in switch point—1 employee injured.

FAILURE OF EQUIPMENT:

Seven employees were injured by drawheads pulling out.

One employee was injured by grab-iron pulling out.

Nine employees were injured by bursting of air-bose.

Seventeen employees were injured by broken brake clubs or chains.

OVERHEAD AND SIDE OBSTRUCTIONS:

Causing death of 7 and injuring of 105 persons. Of the 7 killed, 6 were employees and 1 trespasser.

Struck by bridge and killed—1 employee and 1 trespasser.

Struck by overhead wire—1 employee killed.

Struck by car door on adjoining track—1 employee killed.

Struck by track fence—1 employee killed.

Struck by platform—1 employee killed.

Struck by building—1 employee killed.

Of the 105 persons injured: Ninety-nine were employees, 5 trespassers and 1 passenger. Of this number, 37 were struck by overhead obstructions.

Struck by bridges—23 employees and 2 trespassers.

Struck by buildings and wires—11 employees and 1 passenger.

Sixty-eight persons were injured by side obstructions, of which 64 were employees, 3 trespassers and 1 passenger.

Thirteen employees were injured by open car doors.

Thirty-four employees and 3 trespassers by water stands, signal stands, mail cranes and track fences.

Thirteen employees and 1 passenger by platforms and buildings.

MISCELLANEOUS:

There were 53 trespassers struck while under the influence of liquor—24 killed and 29 injured.

Of 74 unknown trespassers struck, 68 were killed.

**STATISTICS RELATING TO STREET RAILWAY ACCIDENTS
THAT OCCURRED FROM JANUARY 1, 1914, WHEN THE
PUBLIC SERVICE COMPANY LAW BECAME EF-
FECTIVE, UNTIL JUNE 30.**

COLLISIONS:

There were 44 collisions resulting in death of 3 employees and the injuring of 34 employees and 150 passengers.

Of the collisions: Four were head-on; 18 rear-end; 7 side-swiped; 14 by slippery rails, and 1 by open switch.

GRADE CROSSING ACCIDENTS:

There were 5 collisions at grade of steam and electric lines, resulting in injury to 49 passengers on electric cars.

Also, 6 other accidents causing 2 deaths and 8 injuries.

DERAILMENTS:

There were 39 derailments resulting in death of 1 employee and 1 passenger; the injuring of 5 employees, 136 passengers and 10 others. (The latter were struck after cars left track.) The causes of the derailments follow:

On curves—10.

Slippery rails—8.

Broken rail—1.

Loss of control descending grades—8.

Split switches—6.

Defective joints—3.

Spreading rails—1.

Stone on track—1.

"Sun kink" in rail—1.

DEFECT AND FAILURE OF ROADWAY OR EQUIPMENT:

There were 10 persons injured in the following manner: Two pedestrians by trolley-poles falling off ears; one employee by handle on running-board pulling out; 3 passengers by controller blowing up; 1 employee by falling of loose guy-wire, which also injured 1 passenger; and 1 passenger and 1 employee injured by broken trolley wires.

COASTING ACCIDENTS:

Resulting in 2 deaths and 11 injuries, caused by being struck by cars.

PERSONS STRUCK BY CARS:

Of the 56 persons killed by being struck by cars, 49 were non-trespassers; 18 were under 6 years of age; 9 under 15 years and 22 over 15 years.

ACCIDENTS TO INTOXICATED PEOPLE:

There were 89 accidents resulting in 9 deaths and 80 injuries.

The 9 deaths were caused by being struck by cars. Of the 80 injured, 51 were struck by cars; 16 jumping on or off ears and 13 occupants of teams and autos colliding with cars.

**RAILROADS REPORTING NO ACCIDENTS—JULY 27, 1913—
JUNE 30, 1914.**

Bare Rock Railroad Company.
Beaver Valley Railroad Company.
Bloomsburg & Sullivan Railway Company.
Brownstone & Middletown Railroad Company.
Conemaugh & Black Lick Railroad Company.
Cornwall & Lebanon Railroad Company.
Cornwall Railroad Company.
Coudersport & Port Allegheny Railroad Company.
Delaware River & Union Railroad Company.
Delaware Valley Railroad Company.
Dents Run Railroad Company.
East Berlin & Winfield Railroad Company.
Eddystone & Delaware River Railroad Company.
Hickory Valley Railroad Company.
Jersey Shore & Antes Fort Railroad Company.
Kane & Elk Railroad Company.
Kishaeoquillas Valley Railroad Company.
Kittanning Run Railroad Company.
Laneaster, Oxford & Southern Railroad Company.
Lehigh & Hudson River Railroad Company.
McKeesport Terminal Railroad Company.
Moeanaqua & Eastern Railroad Company.
Mt. Penn Gravity Railroad Company.
New Berlin & Winfield Railroad Company.
New Park & Fawn Grove Railroad Company.
Newport & Sherman's Valley Railroad Company.
New York, Susquehanna & Western Railroad Company.

Northern Liberties Railroad Company.
North Shore Railroad Company.
Pencoyd & Philadelphia Railroad Company.
Pennsylvania Western & Ohio River Connecting Railway Company.
People's Railway Company.
Philadelphia Belt Line Railroad Company.
Pittsburgh & Allegheny River Railroad Company.
Pittsburgh & Ohio Valley Railroad Company.
Pittsburgh, Westmoreland & Somerset Railroad Company.
Quakertown & Delaware River Railroad Company.
Redstone Central Railroad Company.
Rural Valley Railroad Company.
Scototac Railway Company.
Scranton & Spring Brook Railroad Company.
South Shore Railroad Company.
Stewartstown Railroad Company.
Strasburg Railroad Company.
Susquehanna & Buffalo Railroad Company.
Susquehanna & Eagles Mere Railroad Company.
Susquehanna River and Western Railroad Company.
Tionesta Valley Railroad Company.
Ursina Valley Railroad Company.
Valley Railroad Company.
Washington Run Railroad Company.
Westinghouse Inter-Works Railroad Company.
White Deer & Loganton Railway Company.
Winfield Railroad Company.

ELECTRIC COMPANIES REPORTING NO ACCIDENTS JULY 27.
1913—JUNE 30, 1914.

Blue Ridge Traction Company.
Cambria Inclined Plane Company.
Carlisle & Mt. Holly Railway Company.
Clairton Street Railway Company.
Cleveland & Erie Traction Company.
Corry & Columbus Street Railway Company.
Danville & Sunbury Transit Company.
Duquesne & Dravosburg Street Railway Company.
Ephrata & Lebanon Street Railway Company.
Fairchance & Smithfield Traction Company.
Fairmount Park Transportation Company.
Gettysburg Railway Company.
Hagerstown & Frederick Railway Company.
Hanover & McSherrystown Street Railway Company.
Highland Grove Traction Company.
Homestead & Mifflin Street Railway Company.
Huntingdon, Lewistown & Juniata Valley Traction Company

Jersey Shore Electric Street Railway Company.
Kittanning & Leechburg Railways Company.
Lancaster & Southern Street Railway Company.
Lancaster & York Furnace Street Railway Company.
Latrobe Street Railway Company.
Lewisburg, Milton & Watsonstown Passenger Railway Company.
Lewistown & Reedsville Electric Railway Company.
Mahoning Valley Street Railway Company.
Montgomery Transit Company.
Montoursville Passenger Railway Company.
Neversink Mountain Railway Company.
Oakdale & McDonald Street Railway Company.
Patterson Heights Street Railway Company.
Pennsylvania & Maryland Street Railway Company.
Philadelphia & Easton Electric Railway Company.
Phoenixville, Valley Forge & Stafford Electric Railway Company
Port Vue Street Railway Company.
Pottstown & Phoenixville Railway Company.
Schuylkill & Dauphin Traction Company.
Shamokin & Edgewood Electric Railway Company.
Slate Belt Electric Street Railway Company.
South Side Passenger Railway Company.
Stroudsburg Passenger Railway Company.
Stroudsburg, Water Gap & Portland Railway Company.
Susquehanna Traction Company.
Tarentum, Brackenridge & Hunter Street Railway Company.
Tri-State Railway & Electric Company.
United Traction Street Railway Company of DuBois.
Vallamont Traction Company.
Warren & Jamestown Street Railway Company.
West Side Electric Street Railway Company.
White Hall Street Railway Company.
Wilkes-Barre & Hazleton Railway Company.
Williamsport Passenger Railway Company.

RAILROAD GRADE CROSSING ACCIDENTS.

STATISTICS COMPILED FROM JANUARY 1, 1914, WHEN THE PUBLIC SERVICE COMPANY LAW WENT INTO EFFECT, UNTIL JUNE 30.

UNPROTECTED CROSSINGS:

Sixty-two accidents occurred at unprotected crossings by which 17 persons were killed and 58 injured.

Of the fatal accidents: Nine involved pedestrians, 7 were occupants of wagons and 1 of an automobile.

Of the injured: Twenty-three were in wagons; 20 in automobiles; 14 pedestrians and one on a motorcycle.

PROTECTED CROSSINGS:

Of the accidents occurring at 44 protected crossings: Four were at the crossings of the lines of steam railroads with street railways, by which 46 street railway passengers were injured as were 3 employees of steam lines.

The 40 other protected crossing accidents resulted in 15 deaths and 34 injuries.

One of the fatally injured was a crossing watchman. Of the other 14 fatally injured: One pedestrian was struck where an electric bell was in service; 2 where watchmen were stationed; and 7 where there were watchmen and gates.

Two persons were struck in wagons where there was an electric bell; 1 where there was a watchman, and 1 where there was a watchman and gates.

Of those who were not fatally injured: One pedestrian was struck where there was an electric bell; 6 where there was a watchman and 4 where there were gates. Three persons in wagons were struck where there was a bell; 7 where there was a watchman and 4 where there were watchmen and gates. At the latter, 8 persons in automobiles were injured—one crossing watchman was also injured.

**GRADE CROSSING ACCIDENTS OCCURRED AS FOLLOWS:
JANUARY 1, 1914 TO JUNE 30, 1914.**

WILKES-BARRE.—Scott Street. January 20th. Collision of Wilkes-Barre Railway Company's car and train of Delaware & Hudson Company. Cause—negligence of Delaware & Hudson crew. Seven passengers injured.

PITTSBURGH.—Hazlewood Crossing. February 9th. Collision of car of Pittsburgh Railways Company and train of Baltimore & Ohio Railroad, due to misunderstanding of signals. Thirty-four passengers injured.

CHESTER.—Edgemont Avenue. April 24th. Collision of Southern Pennsylvania Traction Company's car and train of the Baltimore & Ohio Railroad. Cause—neglect of crossing watchman in not lowering gates. Three employees of Railroad injured.

McKEES ROCKS.—Main Street. May 22nd. Collision of Pittsburgh Railways Company's car and train of Pittsburgh, Chartiers & Youghiogheny Railway Company, caused by conductor of street car failing to flag same. Five passengers injured.

JEROME JUNCTION.—Baltimore & Ohio Railroad—Connellsville Division. One injured in wagon. Crossing unprotected. March 26th.

UNIONTOWN.—Fayette Street. Baltimore & Ohio Railroad—Connellsville Division. Four injured in automobile. Unprotected crossing. May 22nd.

WOODLYN.—Baltimore & Ohio Railroad—Philadelphia Division. One killed—pedestrian. Unprotected crossing. February 9th.

BRADDOCK.—Baltimore & Ohio Railroad—Pittsburgh Division. One employee killed—crossing watchman. May 24th.

ETNA.—Baltimore & Baltimore Railroad—Pittsburgh Division. One injured in wagon. Crossing protected by watchman. March 2nd.

ETNA.—Baltimore & Ohio Railroad—Pittsburgh Division. Four injured in Auto. Crossing protected by gates and watchmen. May 2nd.

McKEESPORT.—Huey Street. Baltimore & Ohio Railroad—Pittsburgh Division. One injured in wagon. Unprotected crossing. March 17th.

- MILLVALE CROSSING.**—Baltimore & Ohio Railroad—Pittsburgh Division.
One injured—pedestrian. Crossing protected by gates. February 1st.
- PITTSBURGH.**—36th Street. Baltimore & Ohio Railroad—Pittsburgh Division.
One injured in wagon. Unprotected crossing. April 14th.
- SAMPLES ROAD CROSSING.**—Baltimore & Ohio Railroad—Pittsburgh Division.
One injured—pedestrian. Unprotected crossing. June 5th.
- ZENO.**—Baltimore & Ohio Railroad—Pittsburgh Division. One injured in wagon.
Unprotected crossing. June 23rd.
- CATASAUQUA** (Crossing west of Unicorn Mill).—Central Railroad of New Jersey.
Two injured in wagon. Unprotected crossing. June 5th.
- ARCHBALD.**—Hill Street. Delaware & Hudson Company. June 9th. One injured in wagon. Crossing protected by gateman, who was negligent.
- HUDSON.**—Cleveland Street. Delaware & Hudson Company. One killed in wagon. Crossing protected by electric bells. June 22nd.
- MOOSIC STATION.**—(Crossing north of).—Delaware & Hudson Company. One injured in wagon. Unprotected crossing. February 24th.
- SCRANTON.**—Bridge Street. Delaware & Hudson Company. March 27th. One killed—pedestrian. Crossing protected by watchman and gates.
- SOUTH LANESBORO.**—Delaware & Hudson Company. One injured in wagon. Unprotected crossing. January 25th.
- SOUTH SCRANTON.**—Hickory Street. Delaware & Hudson Company. One killed—pedestrian. Crossing protected by watchman and gates—(gates not working). March 19th.
- SOUTH WILKES-BARRE.**—Carey Avenue. Delaware & Hudson Company, April 23rd. One injured on motorcycle. Went under gates while same was down.
- GLENBURN.**—Johnson's Crossing. Delaware Lackawanna & Western Railroad.
One killed—pedestrian. Crossing protected by electric bell. May 14th.
- TAYLOR** (Sibley Road).—Delaware, Lackawanna & Western Railroad Company.
One killed in wagon. Unprotected crossing. February 10th.
- WEST PITTSTON.**—Luzerne Avenue. Delaware, Lackawanna & Western Railroad. Two injured in Auto. Unprotected crossing. June 13th.
- SHARON.**—Budd Avenue. Erie Railroad Company. One injured in wagon. Unprotected crossing. May 22nd.
- UNION CITY.**—Concord Street. Erie Railroad Company. One injured—employee. Crossing watchman on duty. June 11th.
- SOUTH AVOCA.**—South Street. Lackawanna & Wyoming and Wyoming Valley Railroad. One killed—pedestrian. Unprotected crossing. March 5th.
- WILKES-BARRE.**—Main Street. Lackawanna & Wyoming Valley Railroad. One injured—pedestrian. Crossing protected by watchman. May 8th.
- ERIE.**—Parade Street. Lake Shore & Michigan Southern Railway Company. May 24. One killed—pedestrian. Crossing protected by gates (on north side).
- ERIE.**—Sassafras Street. Lake Shore & Michigan Southern Railway Company. Two injured in auto. Crossing protected by gates and watchman. April 14th.
- OIL CITY.**—Klien Street. Lake Shore & Michigan Southern Railway Company. One injured in wagon. Unprotected crossing. February 18th.
- HORSE RUN ROAD CROSSING.**—New York & Pennsylvania Railway Company. One killed—pedestrian. Unprotected crossing. January 27th.
- GLEN ROCK.**—Main Street. Northern Central Railway Company. One killed—pedestrian. Unprotected crossing. February 14th.
- HANOVER.**—Middle Street. Northern Central Railway Company. One killed—pedestrian. Unprotected crossing. June 6th.
- SHAMOKIN.**—Ninth Street. Northern Central Railway Company. One injured—pedestrian. Unprotected crossing. June 3rd.

- SUNBURY.—Hass Avenue. Northern Central Railway Company. One injured—pedestrian. Unprotected crossing. January 21st.
- BELLEVUE.—Penn's Lines West of Pittsburgh. One killed—pedestrian. Unprotected crossing. February 16th.
- NEW BRIGHTON.—Fourth Street. Pennsylvania Lines West of Pittsburgh. One killed—pedestrian. Unprotected crossing. May 25th.
- SEWICKLEY.—River Avenue. Pennsylvania Lines West of Pittsburgh. One killed—pedestrian. Unprotected crossing. February 20th.
- ALLEGHENY.—Pennsylvania Railroad—Conemaugh Division. One injured in wagon. Crossing protected by gates. May 1st.
- SHARPSBURG STATION CROSSING.—Pennsylvania Railroad—Conemaugh Division. One injured in wagon. Protected by crossing watchman. February 28th.
- NANTY-GLO.—Pennsylvania Railroad—Cresson Division. One injured—pedestrian. Unprotected crossing. April 21st.
- CRESSON.—Loretto Road Crossing. Pennsylvania Railroad—Cresson Division. One killed and 4 others injured in auto. Unprotected crossing. May 19th.
- LEWISTOWN JUNCTION (West of).—Pennsylvania Railroad—Middle Division. One killed in wagon. Unprotected crossing. June 25th.
- DUQUESNE.—Pennsylvania Railroad—Monongahela Division. One injured in auto. Unprotected crossing. April 8th.
- HOMESTEAD.—Pennsylvania Railroad—Monongahela Division. One injured—pedestrian. Protected by crossing watchman. April 29th.
- WEST ELIZABETH.—Pennsylvania Railroad—Monongahela Division. One injured in auto. Unprotected crossing. May 12th.
- WEST ELIZABETH STATION.—Pennsylvania Railroad—Monongahela Division. One injured in wagon. Unprotected crossing. February 10th.
- KITTANNING.—Union Street. Pennsylvania Railroad—Northern Division. One injured—pedestrian. Protected by day watchman. (Accident at night). June 10th.
- CUPOLA.—Pennsylvania Railroad—Philadelphia Division. One injured in wagon. Unprotected crossing. January 2nd.
- FLORIN.—Hershey's Road. Pennsylvania Railroad—Philadelphia Division. One killed in wagon. Unprotected crossing. May 23rd.
- LANCASTER.—Prince Street. Pennsylvania Railroad—Philadelphia Division. One injured—pedestrian. Protected by gates and watchman. February 16th.
- PHILADELPHIA.—25th and Morris Street. Pennsylvania Railroad—Philadelphia Terminal Division. One killed and 1 injured in wagon. Watchman 6:00 A. M. to 6:00 P. M. May 21.
- PHILADELPHIA.—Swanson and Reed Streets. Pennsylvania Railroad—Philadelphia Terminal Division. One trespasser killed—pedestrian. Gates and watchman 6:00 A. M. to 6:00 P. M. June 5th.
- JOHNSTOWN.—Pennsylvania Railroad—Pittsburgh Division. One injured in wagon. Unprotected crossing. June 8th.
- NEW FLORENCE (Road Crossing).—Pennsylvania Railroad—Pittsburgh Division. One injured—pedestrian. Unprotected crossing. January 7th.
- PENN.—Pennsylvania Railroad—Pittsburgh Division. One injured in wagon. Crossing protected by watchman. May 15th.
- WILKINSBURG.—Rebecca Street. Pennsylvania Railroad—Pittsburgh Division. One injured in wagon. Crossing protected by watchman. March 13th.
- RENOVO.—Public Road Crossing. Pennsylvania Railroad—Renovo Division. One injured in wagon. Unprotected crossing. June 20th.
- FRICK'S LOCK STATION.—Pennsylvania Railroad—Schuylkill Division. One injured in wagon. Unprotected crossing. March 25th.

- READING.**—Douglass Street. Pennsylvania Railroad—Schuylkill Division. One killed in wagon. Unprotected crossing. May 25th.
- BUTTONWOOD.**—Plymouth Ferry Road. Pennsylvania Railroad—Sunbury Division. One injured in auto. Unprotected crossing. June 27th.
- LEWISTOWN.**—Pine Street. Pennsylvania Railroad—Sunbury Division. One injured—pedestrian. Unprotected crossing. May 26th.
- CLEARFIELD.**—Pine Street. Pennsylvania Railroad—Tyrone Division. Two injured in wagon. Unprotected crossing. March 24th.
- CLEARFIELD.**—Pine Street. Pennsylvania Railroad—Tyrone Division. One injured—pedestrian. Unprotected crossing. April 13th.
- LOCK HAVEN.**—Bellefonte Avenue. Pennsylvania Railroad—Williamsport Division. One injured in auto. Crossing protected by gates and watchman. June 11th.
- LOCK HAVEN.**—Liberty Street. Pennsylvania Railroad—Williamsport Division. One injured in wagon. Unprotected crossing. March 20th.
- SUNBURY.**—R-F Tower Road Crossing. Pennsylvania Railroad—Williamsport Division. One injured in wagon. Unprotected crossing. March 14th.
- WILLIAMSPORT.**—Walnut Street. Pennsylvania Railroad—Williamsport Division. One injured in wagon. Crossing protected by watchman. March 26th.
- STEELTON.**—Philadelphia and Reading Railway—Harrisburg Division. One injured—pedestrian. Unprotected crossing. April 20th.
- BETHAYRES.**—Second Street. Philadelphia and Reading Railway—New York Division. Two killed—pedestrians. Crossing protected by gates. (Down at time of accident). June 7th.
- SELLERSVILLE.**—Main Street. Philadelphia and Reading Railway—New York Division. May 1. One injured—pedestrian. Crossing protected by gates and watchman.
- SOUTH BETHLEHEM.**—Pine Street. Philadelphia and Reading Railway—New York Division. One injured—pedestrian. Crossing protected by gates and watchman. (Down at time). January 25th.
- SOUTH BETHLEHEM.**—West Third Street. Philadelphia & Reading Railway—New York Division. One killed in wagon. Crossing protected by gates and watchman. April 4th.
- PHILADELPHIA.**—Fifty-eighth Street. Philadelphia & Reading Railway—Philadelphia Division. Two injured in auto. Unprotected crossing. June 25th.
- PHILADELPHIA.**—Richmond and Cumberland Streets. Philadelphia & Reading—Philadelphia Division. One killed—pedestrian. Unprotected crossing. February 22nd.
- PHILADELPHIA.**—Willow Street and Ridge Avenue. Philadelphia & Reading Railway—Philadelphia Division. One injured—pedestrian. Crossing protected by watchman. March 16th.
- BLANDON.**—Philadelphia and Reading Railway—Reading Division. June 30th. One killed and 2 injured in wagon. Crossing protected by electric bell.
- BRIDGEPORT.**—Mill Street. Philadelphia & Reading Railway—Reading Division. One killed—pedestrian. Crossing protected by watchman and gates. January 31st.
- PORT CARBON.**—Jackson Street. Philadelphia & Reading Railway—Reading Division. One injured in wagon. Crossing protected by electric bell. June 1st.
- DANVILLE.**—Railroad Street. Philadelphia & Reading Railway—Shamokin Division. One injured in auto. Unprotected crossing. January 20th.
- MT. CARMEL JUNCTION.**—Philadelphia and Reading Railway—Shamokin Division. One injured—pedestrian. Unprotected crossing. February 12th.

- TAMAQUA.**—Center Street. Philadelphia & Reading Railway—Shamokin Division. One injured on motorcycle. Unprotected crossing. June 12th.
- BIRDSBORO.**—Office Street, Philadelphia & Reading Railway—Wilmington and Columbia Division. Two injured in auto. Unprotected crossing. February 10th.
- COATESVILLE.**—Brick barn Crossing. Philadelphia and Reading Railway—Wilmington and Columbia Division. One injured in wagon. Unprotected crossing. January 26th.
- COATESVILLE.**—Main Street. Philadelphia & Reading Railway—Wilmington and Columbia Division. One killed—pedestrian. Crossing protected by watchman. June 24th.
- GETTYSBURG.**—Springs Avenue. Philadelphia & Reading Railway—Gettysburg and Harrisburg Division. One injured in auto. Unprotected crossing. June 23rd.
- BRIDGEPORT.**—Merion Street. Philadelphia & Reading Railway—Philadelphia and Chester Valley Division. One injured—pedestrian. Unprotected crossing. May 18th.
- COLUMBIA.**—Fifth Street. Philadelphia & Reading Railway—Reading and Columbia Division. One injured in wagon. Unprotected crossing. February 25th.
- WEST CHESTER.**—Niels Street. Philadelphia, Baltimore & Washington Railroad. One injured in wagon. Unprotected crossing. June 13th.
- PITTSBURGH.**—Nichol Avenue. Pittsburgh, Allegheny & McKees Rocks Railroad. One injured—pedestrian. Unprotected crossing. March 10th.
- CORAOPOLIS.**—Mill Street. Pittsburgh & Lake Erie Railroad. One injured in wagon. Crossing protected by watchman. April 4th.
- HOMESTEAD.**—West Street. Pittsburgh & Lake Erie Railroad. One injured—pedestrian. Unprotected crossing. May 17th.
- McKEESPORT.**—Centre Street. Pittsburgh & Lake Erie Railroad. One injured—pedestrian. Unprotected crossing. March 12th.
- McKEES ROCKS.**—River Avenue. Pittsburgh & Lake Erie Railroad. Two injured in wagon. Crossing protected by watchman and gates. June 12th.
- PITTSBURGH.**—Twenty-second Street. Pittsburgh & Lake Erie Railroad. One injured in auto. Unprotected crossing. May 8th.
- SHARON.**—Budd Street. Pittsburgh & Lake Erie Railroad. One injured in wagon. Unprotected crossing. May 22nd.
- BURGETTSTOWN.**—Pittsburgh, Cincinnati, Chicago & St. Louis Railway. One injured—pedestrian. Crossing protected by watchman. April 17th.
- CARNEGIE.**—Grant Mine Road. Pittsburgh, Cincinnati, Chicago & St. Louis Railway. One injured—pedestrian. Crossing protected by watchman (day). June 5th.
- DINSMORE (West of).**—Pittsburgh, Cincinnati, Chicago & St. Louis Railway. One killed in wagon. Unprotected crossing. January 12th.
- DUFFS JUNCTION.**—Windgap Avenue. Pittsburgh, Cincinnati, Chicago & St. Louis Railway. One injured—pedestrian. Crossing protected by electric bell. February 10th.
- WALKERS MILLS.**—Pittsburgh, Cincinnati, Chicago & St. Louis Railway. Two killed in wagon. Unprotected crossing. May 24th.
- EAST PITTSBURGH.**—Munhall Yard. Union Railroad. One injured—pedestrian. Crossing unprotected. February 9th.
- WILKINSBURG.**—South Avenue. Pennsylvania Railroad—Pittsburgh Division. One killed—pedestrian. Crossing protected by watchman. January 14th.

INVESTIGATED ACCIDENTS.

(Other than Grade Crossings.)

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- READING TRANSIT COMPANY—CONSHOHOCKEN.—Fayette and Hector Streets, January 3rd, 1914. Motorman lost control of car, causing derailment, resulting in death of 1 employee; one employee and 9 passengers injured.
- PITTSBURGH & LAKE ERIE RAILROAD COMPANY—EAST CALIFORNIA.—Passengers struck at station while alighting from train. Crew of passing train reprimanded for violation of Company's Rules.
- PENNSYLVANIA RAILROAD COMPANY—CONEMAUGH.—Rear-end collision caused by passenger train running into rear of extra freight train on January 29th, 1914, resulting in death of 3 employes, and 3 passengers injured. (See detailed Report.)
- PENNSYLVANIA RAILROAD COMPANY—ASPINWALL.—Employee injured by being struck by overhead bridge, owing to absence of warning guards. Mr. O'Donnell for Pennsylvania Railroad Company states that guards will be placed at approaches to bridge.
- PENNSYLVANIA LINES WEST—TRANSFER.—Derailment of passenger train. Cause unknown. Forty passengers injured.
- VALLEY RAILWAYS COMPANY—EICHELBERGER'S CURVE.—Derailment of electric car, resulting in death of one passenger; 4 passengers injured. Cause of accident attributed to excessive speed. Investigator of Accidents recommended that Company bring cars to full stop at top of grade leading to the curve, and that signals be placed at curve. Commission approved the recommendation.
- PITTSBURGH & BUTLER RAILWAY COMPANY—WEST HOFFMAN STATION.—Derailment of electric car at curve. Cause—excessive speed, resulting in death of one employee and injury to one employee and 3 passengers.
- BALTIMORE & OHIO RAILROAD COMPANY—COOK'S MILLS (Near).—Derailment of freight train engine. Cause—excessive speed, resulting in death of 5 employees; three employees injured.
- PITTSBURGH & BUTLER RAILWAY COMPANY—SAMPLE STATION, ALLEGHENY COUNTY.—Head-on collision caused by disregard of orders by car crew, resulting in death of two employees and injury to 34 passengers and to 19 employees on work car.
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COMPLAINTS AND PETITIONS RELATIVE TO DANGEROUS CONDITIONS.

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- LYKENS BOROUGH COUNCIL, A. F. HANNA, Chairman.—Complaint as to unsafe condition of overhead trestle on the line of the SCHUYLKILL & DAUPHIN TRACTION COMPANY, at Wiconisco. Petition of the Traction Company to cross railroad tracks at grade refused by the Commission.

JONES, ELMER E.—Complaint against the PHILADELPHIA & WESTERN RAILWAY COMPANY relative to high steps on cars. Commission has under consideration the question as to a uniform height for steps. Conferences have been held with representatives of the Street Railway Companies.

ROSS, HUGH.—Complaint as to dangerous operation of cars of the LANCASTER & YORK FURNACE STREET RAILWAY COMPANY. Respondent advises that safety stops have been established and that other precautions will be exercised.

McELHATTAN BOROUGH, W. E. SMITH.—Complaint relative to the dangerous conditions existing at the station of the Pennsylvania Railroad Company in the above borough. Respondent advised Commission that dangerous conditions have been eliminated by removing signal wires and placing of lamp on the station platform.

REPLOGLE, R. Z.—Complaint as to the dangerous conditions existing on the line of the CAMBRIA INCLINED PLANE COMPANY. Respondent advised Commission that alterations have been completed and cause of complaint eliminated.

MORRISON, THOMAS A.—Complaint as to the unsatisfactory condition of road-bed and rolling stock of the MT. JEWETT, KINZUA & RITERTVILLE RAILROAD COMPANY. An investigation of this complaint was made and as a result the Company was ordered to improve its rolling stock and road-bed and to reduce the speed of some of the passenger trains.

SAMPELL, FLOYD E.—Complaint against the PENNSYLVANIA RAILROAD COMPANY relative to insufficient clearance between gate leading to property of Stanley G. Flagg & Co., and the tracks of said Company. Cause of complaint was eliminated.

SIGMAN, GEORGE A.—Complaint vs. SCHUYLKILL & DAUPHIN TRACTION COMPANY relative to the dangerous condition of road-bed. Respondent advised Commission that improvements were made to the road-bed.

COWLEY, CHARLES E., et al.—Complaint vs. LEHIGH VALLEY RAILROAD COMPANY relative to alleged inefficient spark arresters on Lizard Creek Branch. The Company showed that standard spark arresters were in use and that they were maintained in good condition, but stated that every effort would be made to prevent fires.

ETNA BOARD OF TRADE.—Complaint vs. PITTSBURGH RAILWAYS COMPANY relative to dangerous condition of road-bed between Millvale and Etna. Case pending.

COMPLAINTS AND PETITIONS RELATIVE TO GRADE CROSSINGS.

NEW FLORENCE BOROUGH.—Complaint as to dangerous crossing at Ligonier Street over tracks of Pennsylvania Railroad Company. Commission ordered that Company place watchmen at crossing.

- COLUMBIA BOROUGH.**—Complaint of C. F. MARKEL, Chairman of Committee on Municipal Legislation, as to dangerous crossing at Perry Street of the Pennsylvania Railroad and the Philadelphia & Reading Railway Companies. Commission approved agreement by railroad companies to operate trains over said crossing at a rate of speed not exceeding 12 miles an hour, trainmen flagging same.
- LYKENS BOROUGH.**—Council files complaint relative to dangerous crossing between Lykens and Wiconisco over the tracks of the Philadelphia & Reading Railway Company. Agreement as to operation of trains by flagging and reduced speed approved by the Commission.
- CAMBRIDGE SPRINGS BOROUGH, J. A. BOLARD, Solicitor.**—Complaint relative to dangerous crossings existing in said borough over the tracks of the Erie Railroad Company. The protection for same submitted by Respondent, approved by the Commission.
- LONG SWAMP DISTRICT SCHOOL BOARD, BERKS COUNTY.**—Complaint as to dangerous crossings at Hancock, Shamrock and Mertztown over the tracks of the Philadelphia & Reading Railway Company. Respondent advises Commission as to placing of an electric bell at Shamrock; watchman at Mertztown, and flagging by train crew of crossing above Mertztown. Crossing at Hancock protected by electric bell.
- OAK LANE PARK IMPROVEMENT ASSOCIATION, PHILADELPHIA.**—Complaint filed as to dangerous condition existing at Green Lane Crossing. Commission advised that Respondent and Complainant have agreed as to the elimination of the crossing.
- LITTLESTOWN BOROUGH.**—Complaint filed as to alleged dangerous grade crossing at South Queen Street, over the tracks of the Northern Central Railway Company. Respondent advises that crossing will be protected by trainmen flagging same, which was satisfactory to Complainant and approved by the Commission.
- MOUNTVILLE BOROUGH.**—Complaint filed as to dangerous crossing at Manor Street, over the tracks of the Pennsylvania Railroad Company. Investigator recommended placing of electric bell at crossing, which was installed by Respondent and approved by the Commission.
- LILLY BOROUGH.**—Complaint filed as to dangerous crossing over the tracks of the Pennsylvania Railroad. Respondent advises that watchman will be placed at Church Street, and other crossings will be flagged by trainmen.
- ARCHBALD BOROUGH.**—Complaint filed as to the dangerous crossings over the tracks of the Delaware & Hudson Company and the New York, Ontario & Western Railroad Company. Complainant advises Commission that Respondents have agreed to protect crossings.
- OIL CREEK TOWNSHIP BOARD OF SUPERVISORS.**—Complaint filed as to dangerous grade crossing at Miller Farms over tracks of the Pennsylvania Railroad Company. Respondent advises Commission that an electric bell will be placed at crossing.
- SHANNON, R. F.**—Complaint filed against the Erie Railroad Company relative to dangerous grade crossing between Meadville and Saegertown. Crossing eliminated by erection of an overhead bridge.
- READING CHAMBER OF COMMERCE—BERKS COUNTY FARM BUREAU.**—Complaint relative to a dangerous grade crossing at Seyfert Station on the line of the Reading Transit Company. Respondent advises that signal bell has been placed and that bell will be placed at Jacksonwald Crossing.

REAR-END COLLISION ON THE LINE OF THE PENNSYLVANIA RAILROAD NEAR CONEMAUGH, PENNA.,
JANUARY 30, 1914.

February 3rd, 1914.

To the Members of the Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen:

On January 29th, 1914, at 5:22 A. M., passenger train No. 19, known as the Cincinnati, Indianapolis & Chicago Express westbound, ran into the rear end of a cabin car drawn by extra freight engine No. 2957 at a point about 200 ft. east of A. O. tower, Conemaugh, on the line of the Pennsylvania Railroad.

Three employees, occupants of the cabin car, were killed and three of the passengers on train No. 19 were slightly injured.

On January 30th your representative made a personal investigation of this collision and respectfully presents herewith the facts and conclusions relating thereto.

It was developed by the inquiry that when the accident occurred the freight engine was occupying a passenger track, and, believing that this circumstance was partly responsible for the disaster, I requested Mr. R. L. O'Donnel, General Superintendent of the Pennsylvania Railroad at Pittsburgh, to inform me as to the necessity for diverting freight traffic to passenger tracks. Mr. O'Donnel's explanation follows:

Pittsburgh, Pa., February 5, 1914.

Mr. John P. Dohoney,
Investigator of Accidents,
The Public Service Commission,
Harrisburg, Pennsylvania:

Dear Sir:

In reply to your inquiry of February 4th, regarding the collision of January 29th, east of Conemaugh, Pa., Extra 2957 was diverted from No. 4 to No. 3 track at SF interlocking, Bennington, 22.7 miles east of the point of collision. Extra 3048 was also diverted from No. 4 to No. 3 track at the same location. Both trains proceeded on No. 3 track from SF to AO. The trains were diverted at SF for the reason that they were able to make comparatively good speed and it was desired to run them around four other trains which were on No. 4 track between these limits. Any of these trains might have been diverted from No. 4 to No. 3 track, or vice versa, at either of the points named or at any one of six interlocking plants between them, namely: UN, Gallitzin; MO, Cresson; LY, Lilly; NY, Portage; W, Summerhill and SO, South Fork.

On our four-track main line, our dispatchers are expected to divert trains at interlocking plants to whichever track will best expedite the movement as a whole. Trains proceed from one track to another used with the current of traffic merely by interlocking signal under our Rule 302-a, reading "On portions of the railroad so specified in the timetable trains will run with the current of traffic by block signals whose indications will supersede timetable superiority." Pittsburgh Division Special Rule 156 applies this rule at all interlocking stations for movements on the main line. The entire line within the limits in question is equipped with automatic block signals, and for the protection of trains those signals and the rules applicable to them should be sufficient protection. It was the intention to divert both Extra 3048 and Extra 2957 from No. 3 to No. 4 track at AO interlocking for the purpose of allowing Train No. 19 to run around them. While one of our westbound tracks is called the passenger track and other the freight track on our main line these designations are merely for convenience and have nothing to do with the rights of trains. Extra 2957 might have expected No. 19 to be run on No. 4 track from SO to AO without any violation of rule or of custom.

Extra 2957 was stopped by the automatic signal on signal bridge 2703, no doubt, on account of the fact that Extra 3048 was on No. 3 track in the block ahead. After stopping, Extra 2957 proceeded through the

block under our Rule 504 reading: "When a train is stopped by an automatic block signal, if the signal does not clear at once, the train may proceed, running with caution, expecting to find a train in the block, broken rail or a switch not properly set." In the fog which prevailed at the time, the progress of Extra 2957 through this block, a distance of 4346 feet, was necessarily slow, but the train did not stop between signal bridge 2703 and the point at which it was struck. No effort was made by the flagman to protect the slow movement of Extra 2957 through this block.

If there be any further information you desire, we shall be very glad to furnish it.

Very truly yours,
(Signed) R. L. O'DONNEL,
General Superintendent.

As explained by Mr. O'Donnel, the train movement in the territory involved is protected by automatic signals, and although the result of my investigation was to the effect that these signals were in proper working condition, the fact is that signals simply convey information. They do not prevent accidents unless this information is properly understood and intelligently complied with, and it so happened that while the signals in this case furnished the necessary warning other elements entered into the matter to make this warning ineffective. The collision was the result.

It was not disputed that a heavy fog prevailed at the time of the accident, and it is well understood that under conditions of this character it is difficult to correctly observe signals.

The engineer in charge of the lead engine of train No. 19 testified that for a distance of about five miles approaching the point at which the accident occurred he was running under white. That is he had not received a danger signal. His rate of speed was 37 miles an hour. The best information obtainable, however, is to the effect that one signal indicating caution was not observed and that 4522 ft. west of this signal another signal at stop position was likewise disregarded.

It is the duty of a fireman to verify signals when called out by the engineer, but the fireman on the lead engine of train No. 19 apparently failed to perform this service in a manner to contribute to the safety of the movement.

It may be stated, however, in connection with this phase of the matter that it seems impossible for a fireman to effectively observe signals and to attend to his other duties at the same time, and some other method of verification ought to be adopted by which the warning of a signal may not easily be overlooked.

In Mr. O'Donnel's communication it is stated that no effort was made by the flagman to protect the slow movement of extra No. 2957 between signal bridge 2703 and the point at which the extra was struck. The rule is that when a train stops, or is delayed, under circumstances in which it may be overtaken by another train the flagman must go back immediately with stop signals a sufficient distance to insure full protection. It is evident that this rule was not strictly adhered to, considering the fact that the engineer of No. 2957 testified that he was moving at the rate of only two miles an hour at the time of the collision.

A consideration of the circumstances connected with this accident leads to the conclusion that, under conditions such as the existence of a heavy fog, extra precaution ought to be employed in the operation of trains, and, until a more effective method along the line of safety shall be employed, the speed of trains during the existence of unfavorable conditions ought to be reduced to such a degree as to practically preclude a recurrence of such accidents as that with which this report deals.

I attach herewith blue-print, statements and other data relating to the collision.

Respectfully,

JOHN P. DOHONEY,
Investigator of Accidents

THOMAS A. MORRISON vs. THE MT. JEWETT, KINZUA AND
RITERVILLE RAILROAD COMPANY.

June 12th, 1914.

To the Members of the Public Service Commission of the Commonwealth of
Pennsylvania:

Gentlemen:

Under date of April 1st, 1914, former Superior Court Judge Thomas A. Morrison, of Smethport, McKean County, filed a complaint with the Commission against the Mt. Jewett, Kinzua & Riterville Railroad Company.

This complaint was referred to me for investigation and report and I now submit the result of my inquiry into the matter.

The principal contention of the complainant was that the rolling stock, general equipment and roadbed of the respondent were in unsatisfactory condition. That is that the passenger coaches were unclean and that the roadbed was not maintained in the substantial manner demanded by the sharp curves and heavy grades that characterize the line.

The respondent operates wholly within the county of McKean for a distance of about 19 miles, embracing the towns of East Smethport and Mt. Jewett, but that part of the line extending westerly from East Smethport an approximate distance of 5 miles presents the most dangerous situation so far as the operation of trains is concerned, for the reason that it traverses a country the topography of which calls for the curves and grades referred to.

In an ascending grade for 4 miles the per cent. of rise approximates 3.5 and this condition is coupled with the fact that the flow of water from the hillsides finds no adequate drainage; that the ties in many places are old and useless, not being securely fastened; that the proper attention has not been given to tamping under the rails and between the ties and that the outside of the rails on the curves are not substantially spiked.

Similar conditions exist, so far as the roadbed is concerned, between East Smethport and Smethport, a distance approximately of a mile but this part of the line is practically without curves or grades and therefore does not suggest the elements of danger that are involved in the operation over the mountain.

There is no grade crossing protection along the line and no warning signs at the crossings, and in Smethport where the road of the respondent crosses that of the Pittsburgh, Shawmut & Northern Railroad adequate tamping has been neglected.

The time-table of the respondent provides that the maximum speed of trains between Newton and Smethport shall be 30 miles an hour, but, considering the fact that this territory embraces that part of the road on which the principal curves and grades are located, the speed should be reduced to 20 miles an hour. This reduction will contribute to safety in operation.

Concerning the condition of the coaches, I find that they are now being cleaned twice a week. This is sufficient attention, but the combination cars, Numbers 1 and 6, require upholstering and the toilet of the latter should be sanitarily improved.

I, therefore, recommend that the line of the respondent, The Mt. Jewett, Kinzua & Riterville Railroad, be improved in accordance with the foregoing report, and that the proposed improvements be begun and completed without unnecessary delay.

I made the inspection of this line on June 11th and was accompanied by Mr. F. Herbert Snow, Chief of the Bureau of Engineering, to whom I am indebted for much of the information which this report contains.

Respectfully,

JOHN P. DOHONEY,
Investigator of Accidents.

DERAILMENT ON PITTSBURGH AND BUTLER STREET RAILWAY NEAR WEST HOFFMAN STATION, ON MARCH 24.

April 7th, 1914.

To the Members of the Public Service Commission of the Commonwealth of Pennsylvania:

Gentlemen:

On March 24th, 1914, the derailment of an interurban passenger car occurred on the line of the Pittsburgh & Butler Street Railway near West Hoffman Station, resulting in the fatal injury of the conductor and in the destruction of the car by fire.

The accident was investigated by your representative on March 27th.

I find that this line is characterized by heavy grades and curves and that the derailed car was running on a regular schedule of 55 minutes for 33 miles—the distance between Etna and Butler.

The derailment occurred on an 8 degree curve and was due, in my judgment, to the fact that the physical condition of the roadbed did not justify the rate of speed demanded by the schedule.

During my inspection of the situation I suggested to Mr. Charles C. Tennis, Vice President of the Pittsburgh & Butler Street Railway Company, the character and the extent of the improvements that should be made; and subsequently had correspondence with him on the subject. I submit herewith a communication from Mr. Tennis and desire to inform the Commission that the proposed improvements meet with my approval.

Respectfully,

JOHN P. DOHONEY,
Investigator of Accidents.

Pittsburgh, Pa., April 2nd, 1914.

J. P. Dohoney, Esq.,
Investigator of Accidents,
Public Service Commission of Pennsylvania,
Harrisburg, Pa.

Dear Sir:

I am duly in receipt of your letter of yesterday and replying, beg to advise that on April 1st we increased our track force on all three sections of our line between Pittsburgh and Butler and have already distributed a carload of rails to be used in renewing worn rails on curves. The work of actually installing the new rails will commence during the coming week and proceed throughout the line as rapidly as possible. I believe that ninety days will be sufficient to install one hundred tons of rails, purchased and which we believe is amply sufficient to put the curves in perfectly safe operating condition. The work of carefully inspecting and maintaining the curves by renewing ties, adding ballast, tamping, etc., is going on regularly, although, at present with increased vigor and care, due to the accident of March 24th.

I further beg to advise you that each of our cars is equipped with the Pyrene Extinguisher which we are informed is regarded as one of the best fire extinguishers on the market.

Any further recommendations and instruction will be appreciated.

Very respectfully,

PITTSBURGH & BUTLER RY. COMPANY,

(Signed)

Charles C. Tennis,
Vice-President.

ACCIDENTS RELATING TO PUBLIC SERVICE COMPANIES
OTHER THAN RAILROADS AND STREET CAR LINES.
JANUARY 1—June 30, 1914.

EXPRESS COMPANIES.

Adams Express Company.—43 employees injured.
American Express Company.—4 employees injured.
National Express Company.—1 employe injured.
Philadelphia Local Express Company.—2 employes and 1 other injured.
United States Express Company.—9 employes injured.

GAS AND ELECTRIC COMPANIES.

American Gas Company.—1 employe injured.
Atlantic Construction Company.—24 employes injured.
Beacon Light Company.—2 employes injured.
Carlisle Light, Heat & Power Company.—1 trespasser electrocuted.
Citizens Light, Heat & Power Company of Pennsylvania.—7 employes injured.
Consumers Gas Company.—1 employe injured.
Counties Gas & Electric Company.—1 trespasser electrocuted and 8 employes injured.
Delaware County Electric Company.—3 employes and 1 other injured.
Duquesne Light Company.—1 employe electrocuted and 12 employes injured.
Edison Light and Power Company.—1 employe electrocuted, 1 employe injured.
Equitable Gas Company.—16 employes and 1 other injured.
Equitable Illuminating Gas Light Company.—1 employe killed, 5 employes injured.
Eric County Electric Company.—1 employe injured.
Harrisburg Gas Company.—1 employe injured.
Harrisburg Light & Power Company.—1 employe killed.
Harwood electric Company.—2 employes killed, 1 being electrocuted and 3 employes injured.
Jefferson Electric Company.—1 employe injured.
Lehigh Navigation Electric Company.—1 other electrocuted, 3 employes injured.
Manufacturers Light & Heat Company.—7 employes injured.
Northern Liberties Gas Company.—1 employe injured.
Northumberland County Gas & Electric Company.—1 trespasser electrocuted, 1 employe injured.
Panther Valley Electric Light, Heat & Power Company.—1 employe injured.
Penn Central Light & Power Company.—4 employes and 2 trespassers injured.
Penn Public Service Company.—2 employes killed and 1 employe injured.
Pennsylvania Utilities Company.—21 employes injured.
Pennsylvania Water and Power Company.—2 employes injured.
Philadelphia Company.—3 employes injured.
Philadelphia Electric Company.—5 employes killed, 4 being electrocuted; 107 employes and 18 others injured.
Philadelphia Suburban Gas and Electric Company.—1 employe electrocuted, 5 employes injured.
Scranton Electric Company.—2 employes killed, 1 being electrocuted; 3 employes injured.
Susquehanna County Light & Power Company.—1 employe injured.

Towanda Electric Illuminating Company.—1 employe injured.
United Gas Improvement Company.—39 employes injured.
West Penn Electric Company.—1 employe electrocuted, 19 employes injured.
Wilkes-Barre Company.—3 employes injured.

NATURAL GAS COMPANIES.

Apollo Gas Company.—1 employe injured.
Peoples Natural Gas Company.—5 employes injured.
T. W. Phillips Gas & Oil Company.—2 employes injured.
United Natural Gas Company.—1 employe injured.

PIPE LINE COMPANIES.

Crescent Pipe Line Company.—2 employes injured.
Northern Pipe Line Company.—1 employe injured.
Southern Pipe Line Company.—1 employe injured.

PULLMAN COMPANY.

The Pullman Company—11 employes injured.

STEAMSHIP AND NAVIGATION COMPANIES.

Clyde Steamship Company.—3 employes injured.
Lehigh Coal and Navigation Company.—3 trespassers drowned, also 2 employes drowned; 2 employes injured.
Merchant and Miners Transportation Company.—1 employe killed, 3 employes injured.
Philadelphia & Camden Ferry Company.—1 employe drowned.
Schuylkill Navigation Company.—1 employe injured.
Shenango Steamship & Transportation Company.—1 employe injured.

TELEGRAPH COMPANIES.

Philadelphia, Reading & Pottsville Telegraph Company.—1 employe injured.
Postal Telegraph Company.—2 employes injured.
Western Union Telegraph Company.—2 employes injured.

TELEPHONE COMPANIES.

Bell Telephone Company.—2 linemen killed; 97 employes and 12 others injured.
Central District Telephone Company.—84 employes and 14 others injured.
Huntingdon & Clearfield Telephone Company.—1 employe electrocuted.
Keystone Telephone Company of Philadelphia.—7 employes injured.
Peoples Telephone Company.—1 employe injured.
Pittsburgh & Allegheny Telephone Company.—3 employes injured.
Stroudsburg & Bushkill Telephone Company.—1 employe injured.

TURNPIKE COMPANIES.

Berks and Dauphin Turnpike Road Company.—3 accidents, resulting in injury to 6 persons.
Bridgeport & Horse Shoe Pike Company—Toll-gate keeper struck and killed by auto at gates.

New Holland Turnpike Company.—1 killed and 1 injured, being struck by auto after alighting from street car.

Susquehanna & York Borough Turnpike Company.—2 accidents resulting in injury to 11 persons.

Willow Street Turnpike Company.—1 person killed, being struck by auto.

York & Gettysburg Turnpike Company.—1 accident, 2 persons injured.

WATER COMPANIES.

Apollo Water Works Company.—1 employe injured.

South Fork Water Company—1 employe injured.

Sunbury Water Company.—1 other injured.

TRANSFER COMPANIES.

Union Transfer Company of Philadelphia.—3 employes and 5 others injured.

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REPORT OF BUREAU OF ENGINEERING

NOTE:—The report of the Bureau of Engineering will be published in a separate volume.
(Circular No. 13.)



L

REPORT OF BUREAU OF RATES AND TARIFFS.



REPORT OF BUREAU OF RATES AND TARIFFS.

To The Public Service Commission of the Commonwealth of Pennsylvania.

Gentlemen: I herewith submit report of the activities of the Bureau of Rates and Tariffs for the period ending June 30th, 1914.

For some time after the organization of the Commission, the Commission did not require public service companies to file tariffs, but instead obtained from such companies copies of their tariffs or specific information with respect to their rates when such information was needed for the purpose of investigation of complaints as to unreasonable rates, or for other purposes. The need, however, for the maintenance of a Tariff File and for the services of men specially engaged in the study of the questions of rates, etc., became apparent, and a Chief of the Bureau of Rates and Tariffs was appointed and assumed office on March 16th, 1914, and shortly thereafter the Assistant Chief and three stenographer-clerks were appointed.

On April 18th, 1914, the Bureau prepared General Order No. 8, which order directed public service companies to file tariffs with the Commission on or before June 1st, 1914. The date for the filing of such tariffs was, however, extended to July 1st, 1914. The order referred to distinctly provided that the filing of tariffs with the Commission was not to be construed as an approval of any of the prices, charges, rates, fares, tolls, shown therein, nor as a waiver of any of the provisions of The Public Service Company Law.

In pursuance of this order, to and including June 30th, 1914, 16,400 tariffs and 17,242 supplements—a total of 33,642 tariffs and supplements—were filed by the various public service companies, and a detailed list of which is found in Exhibit "1." This number very greatly exceeded all expectations. This is partially accounted for by the applications made by the common carriers to the Inter-state Commerce Commission for authority to advance freight rates in the so-called Five Per Cent. Increase in Rates, which tariffs, when filed, were suspended by order of the Commission to March 12th, 1914, and subsequently further suspended to September 12th, 1914, rendering it necessary for the carriers to have upon the files of all Commissions the current tariffs, the tariffs issued to supersede such tariffs, but placed in suspense, and the several notices of suspension.

Such of these tariffs as were filed by companies subject also to the jurisdiction of the Inter-state Commerce Commission or of other State commissions—such as common carriers and express companies—were in good form, due to the experience which had been gained by such companies in the preparation of tariffs under the rules and regulations of the commissions above referred to. The companies, however, which had not been subject to regulation by any commission, and were not, therefore, previously required to issue tariffs, filed tariffs which were very unsatisfactory, lacking uniformity in size, arrangement of contents, and in many instances, companies of the same character used varying names for the same appliances, and there was a woeful lack of uniformity in the method of describing the services, rules, and regulations. With a view of correcting these defects, the Bureau has not only had considerable correspondence with some such companies, but a very large number of visits have been made to the offices of the Bureau by the representatives of such companies for the purpose of obtaining instructions with respect thereto.

The necessity for the promulgation by the Commission of explicit rules and regulations governing the compilation of tariffs early became apparent, and in order that such regulations, when issued, should be clearly understood by the smaller, as well as the larger, companies performing the same class of service, committees representing various utilities have from time to time conferred with the representatives of the Bureau, and it is confidently expected that in a short while such regulations will be promulgated as will insure uniformity in the statements of charges and rules and regulations of service.

The companies generally are not only willing, but anxious, to comply fully with such rules as the Commission may promulgate, and have cheerfully responded to all calls made upon them for information that would be serviceable in the compilation of such rules.

The value of the service to the public and the Commission in the re-arrangement of tariffs under such uniform rules and regulations cannot be overestimated, and it is the intention of the Bureau to give this subject preferred attention; and it is believed that before the completion of the report for the next year, all tariffs not properly issued will have been reissued and filed, and the friction between patrons and companies, due to the lack of understanding upon the part of the public, will have been reduced to a minimum.

Much difficulty has been experienced by the Bureau in locating some of the individuals, companies and corporations subject to the Public Service Company Law, and in obtaining from them copies of their tariffs. After the approval of the law, the Commission forwarded to all of the companies whose names were available a copy of the law, but it later developed that the list of such companies furnished the Commission was defective for the reasons that (a) the

names of many companies were included in the list that had discontinued operations, or had been merged with other companies, or the corporate name changed; (b) some companies had obtained charters or franchises, but had not actually engaged in public service; (c) a very large number of corporations were not included, and this is particularly so with respect to individuals rendering public service.

In an effort to correct and complete this list, the Bureau made use not only of information obtained by other Bureaus of the Commission, or other Departments of the State, but carefully examined trade journals and directories, and in addition thereto corresponded with the representatives of the larger companies of the several utilities; but even with the information thus obtained, a very large number of individuals and smaller companies were not located. There seems to have been a wide-spread belief that the Public Service Company Law was intended for the government of large monopolistic corporations, and the smaller corporations and companies or individuals paid no attention to the Law, even after copies had been furnished them.

The Law requires not only that tariffs shall be filed with the Commission, but posted in the offices of the companies as well; and with a view of ascertaining if the Law in this respect was complied with, inspectors were appointed by the Commission who have been and are visiting such offices and checking the posting of tariffs. In addition thereto, the inspectors are making efforts to locate all corporations, companies or individuals who are in any manner performing public service without having provided tariffs. When names of companies subject to the Act are reported to the Bureau, instructions are issued requiring the preparation, posting and filing of tariffs. Much difficulty is at times experienced in locating parties rendering such public service where the offices are in obscure places off the main line of travel, but it is confidently expected that by this inspection and such other means as may be used, all utilities will eventually be located and their obligation under the law explained to them, and tariffs obtained.

In the matter of the application of rates at intermediate points, the law provides:

Article III, Section 9. It shall be unlawful for any common carrier—

- (a) To charge or receive any greater compensation in the aggregate, for the conveyance of passengers or property of the same class for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance.
* * * * *

To prevent the necessity of requiring rates to be published by common carriers on all commodities from all points of origin to all points of destination, and at the same time to prevent the application of higher rates at intermediate points in violation of the Law, General Order No. 7 was prepared by the Bureau on April 18th. This Order provides that by the insertion of an appropriate clause on the tariff, the rates as shown therein to or from more distant points, are, without further action, made applicable at intermediate points, or if lower rates are desired at intermediate points, such lower rates may be established between intermediate points on one day's notice to the Commission and the public.

This Order is of material advantage not only to the public, for the reason that carriers are enabled to make reductions in rates between intermediate points, which the carriers might presume would not require the publication of such rates, but also to the carriers, as the clause which provides for the application of rates at intermediate points when such rates are published to or from more distant points, renders unnecessary the inclusion of a very large number of stations between which such traffic might never move, but upon which traffic, if moved, the rate to or from the more distant point is instantly available; and the decrease in the size of the tariffs, by the omission of such unnecessary stations, not only decreases the cost and labor of preparation of the tariff, but provides opportunity to state more clearly the rates which are provided between the known points of origin and destination.

In the matter of issuing rates upon less than thirty days' notice, the law provides:

Article II, Section 1. It shall be the duty of every public service company—

- (f) To make no change in any tariff or schedule, which shall have been filed or published or posted by any public service company * * * * * except after thirty days' notice to the Commission and to the public * * * * * Provided, That the Commission may, in its discretion and for good cause shown, allow changes in such tariffs or schedules upon less than thirty days' notice herein specified, or upon other conditions.
* * * * *

Permission from the Commission to establish rates on less than statutory notice, in accordance with the provisions of the Law above quoted, may be applied for under General Order No. 9, issued on the thirtieth day of April, 1914. This Order provides a form for the making of application for such permission, which must state fully the rates desired to be put in effect; the articles upon which such rates

are to apply; the points affected, and all circumstances and conditions which are relied upon to justify such application. Such applications are carefully examined with a view of determining the public necessity for the departure from the very important provision of the Law, that thirty days' notice shall be given of changes in rates and fares. Up to and including June 30th, 1914, there were 187 applications received, of which 170 were granted and seventeen were denied.

In the matter of concurrences in Joint Tariffs, the law provides:

Article II, Section 1. It shall be the duty of every public service company—

- (c) Where any public service company jointly acts or participates or connects with any other public service company in the performance of any service, to make and file with the Commission, when so required by it, and post and publish as hereinbefore provided, the tariffs or schedules of the joint rates, prices, charges, fares or tolls adopted or in force between them.

Provided, however, That the tariffs or schedules of such joint rates, prices, charges, fares or tolls need only be filed by one of the said public service companies; and the other company or companies, with the consent and approval of the Commission, need only file such evidence of concurrence therein or acceptance thereof as may be required by the Commission. * * * * *

The rules and regulations governing the filing with the Commission of such evidence of concurrence or acceptance of such tariffs, as provided above, are fully set forth in Tariff Circular No. 1, issued June 2nd, 1914. To and including June 30th, 1914, 1,811 of such concurrences were filed (See Exhibit "1").

IN THE MATTER OF SETTLEMENT OF INFORMAL COMPLAINTS AND INFORMAL ADJUSTMENTS OF CLAIMS FOR OVERCHARGES.

Many letters have been received complaining either of the charges assessed by the companies, or of the application of certain rules or regulations affecting rates, or requesting information as to the proper method of applying such rates or regulations. Most of these complaints were satisfactorily disposed of by correspondence between the Bureau and the complainants or the companies, or by personal interviews with representatives of the complainants or the companies.

In some instances, excessive charges had been applied, due to improper interpretation of tariffs by subordinate employees of the companies, and corrections were promptly made when the matter was brought to the attention of the officials of the companies, either by ad-

justments of the excessive amounts, already collected, or the re-arrangement of rates, or both, such readjustment of rates entirely removing all cause for further complaints upon the part of the patrons.

Both the companies and the patrons have favorably commented upon this informal, yet expeditious, method of disposing of questions which might otherwise have been handled through more formal channels, requiring serving of sworn complaints and possibly hearings to determine the merits of the cases, or the continuance of unsatisfactory conditions, resulting in serious controversies between the companies and their patrons.

In addition to this informal method of disposing of the controversies or complaints (which might be termed adjustments by correspondence) a large number of what might be called informal claims for refund of overcharges, or for authority to waive the collection of undercharges, have been presented. These claims were also informally handled. Up to and including June 30th, 1914, there were 107 applications for refund received, of which 96 were granted and 11 were denied. The total amount involved in these claims is \$6,475.61. This method of informally disposing of such claims is also expeditious and very greatly appreciated by both the patrons and the companies interested.

A summary of the tariffs, transmittal letters, and other communications handled through the Bureau to and including June 30th, 1914, is given below:

Tariffs and Supplements—

Received from

Steam railroads,	30,628
Other utilities,	3,014

Transmittal Sheets—

Received,	8,125
Forwarded,	5,860

Concurrences and Powers of Attorney—

Received,	1,811
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Letters—

Received,	324
Forwarded,	636

Petitions for Special Permission—

Received,	187
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Refund Claims—

Received,	107
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Respectfully submitted,

GEO. P. WILSON,
Chief of Bureau of Rates and Tariffs.

EXHIBIT 1

BUREAU OF RATES AND TARIFFS

**STATEMENT OF TARIFFS, SUPPLEMENTS AND CONCURRENCES
FILED ON AND PRIOR TO JUNE 30, 1914**



THE FOLLOWING IS A STATEMENT OF TARIFFS, SUPPLEMENTS AND CONCURRENCES FILED ON AND PRIOR TO JUNE 30TH, 1914, ARRANGED FOR EACH UTILITY THE STEAM RAILROADS BEING ENUMERATED BY COMPANY.

Utilities—Other than Steam Railroad Companies.	Tariffs.	Supplements.	Total.
Bridge companies,	30		30
Boat companies,	4		4
Canal companies,	1		1
Electric light, heat and power companies,	359	15	374
Electric railways,	386	45	431
Express companies,	94	54	148
Ferry companies,	18		18
Gas companies,	138	2	140
Grain elevators,	9		9
Incline planes,	6		6
Local express, baggage,			
Cab and taxi companies,	15		15
Pipe line companies,	15		15
Sewage and disposal plants,	4		4
Steam heat companies,	17		17
Telephone and telegraph companies,	870	361	1,231
Turnpike companies,	83		83
Water companies,	485	3	488
Total,	2,534	480	3,014
Steam railroad companies:			
Freight,	12,622	16,132	28,754
Passenger,	1,244	630	1,874
Grand total,	16,400	17,242	33,642

Steam Railroad Companies.	Tariffs.						Grand total.	Concurrences and powers of attorney.
	Freight.			Passenger.				
	Tariffs.	Supplements.	Total.	Tariffs.	Supplements.	Total.		
Aliquippa & Southern R. R.,	1	.....	1	.....	.....	.....	1	.....
Allegheny & South Side Ry.,	1	.....	1	.....	.....	.....	1	.....
Baltimore & Ohio R. R.,	483	1,020	1,503	87	25	112	1,615	4
Bellefonte Central R. R.,	12	.....	12	.....	.....	.....	12	19
Bessemer & Lake Erie R. R.,	81	132	213	41	6	47	260	40
Bloomsburg & Sullivan R. R.,	77	.....	77	2	.....	2	79	18
Brownstone & Middletown R. R.,	2	.....	2	.....	.....	.....	2	.....
Buffalo, Rochester & Pittsburgh Ry.,	562	565	1,127	30	30	60	1,187	35
Buffalo & Susquehanna Ry.,	241	491	732	24	28	52	784	.....
Buffalo & Susquehanna R. R. Corp.,	18	6	24	7	.....	7	31	.....
Cambria & Indiana R. R.,	14	.....	14	.....	.....	.....	14	.....
Central Railroad Co. of N. J.,	806	425	1,231	27	16	43	1,274	91
Central Railroad Co. of Penna.,	61	6	67	7	.....	7	74	66
Chestnut Ridge Railway,	36	16	52	13	1	14	66	7
Collyer, R. N., agent,	2	7	9	.....	.....	.....	9	.....
Conard, G. P., agent,	7	.....	7	.....	.....	.....	7	.....
Cornwall Railroad Company,	6	4	10	4	.....	4	14	3
Cornwall & Lebanon R. R.,	4	2	6	.....	2	2	8	26
Condersort & Port Allegany R. R.,	105	81	186	7	.....	7	193	29
Crane Railroad Company,	1	.....	1	.....	.....	.....	1	.....
Cumberland Valley R. R.,	102	125	227	27	9	36	263	14

Steam Railroad Companies.	Tariffs.						Grand total.	Concurrences and powers of attorney.
	Freight.			Passenger.				
	Tariffs.	Supplements.	Total.	Tariffs.	Supplements.	Total.		
Delaware & Hudson Co.,	160	391	461	27	7	34	495	36
Delaware, Lackawanna & Western R. R.,	474	671	1,145	31	12	43	1,188	71
Delaware River & Union R. R.,	1	.....	1	.....	.....	.....	1	.....
Delaware Valley Railway,	1	.....	1	1	.....	1	2	2
Donald, F. C., agent, .....	.....	.....	.....	3	2	5	5	.....
Donora Southern R. R.,	1	.....	1	.....	.....	.....	1	.....
Dunkirk, Allegheny Valley & Pittsburgh R. R.,	33	79	112	23	40	63	175	.....
East Berlin Ry.,	1	.....	1	.....	.....	.....	1	1
East Erie Commercial R. R.,	1	.....	1	.....	.....	.....	1	.....
East Broad Top R. R. & Coal Co.,	15	.....	15	9	.....	9	24	.....
Eddystone & Delaware River R. R.,	2	.....	2	.....	.....	.....	2	.....
Erie R. R. Lines East,	397	688	1,085	27	27	54	1,465	89
Erie R. R. Lines West,	118	208	326					
Etna & Montrose R. R.,	2	.....	2	.....	.....	.....	2	.....
Forge Run R. R.,	1	.....	1	.....	.....	.....	1	.....
Hickory Valley R. R.,	17	6	23	.....	.....	.....	23	.....
Hosmer, W. H., agent,	1	10	11	.....	.....	.....	11	.....
Howe, Carl, agent,	1	.....	1	.....	.....	.....	1	.....
Hooverhurst & Southwestern R. R.,	11	.....	11	.....	.....	.....	11	.....
Hunter, C. L., agent, .....	.....	.....	.....	3	13	16	16	.....
Huntingdon & Broad Top Mountain R. R. & Coal Co.,	18	.....	18	8	.....	8	26	3
Indian Creek Valley Ry.,	7	.....	7	1	.....	1	8	.....
Ironton R. R.,	13	.....	13	.....	.....	.....	13	9
Johnstown & Stony Creek R. R.,	3	.....	3	.....	.....	.....	3	.....
Juniata & Southern R. R.,	2	.....	2	.....	.....	.....	2	.....
Kane & Elk R. R.,	1	.....	1	.....	.....	.....	1	8
Kishacoquillas Valley R. R.,	1	.....	1	.....	.....	.....	1	.....
Kittanning Run R. R.,	5	.....	5	.....	.....	.....	5	1
Lake Erie, Franklin & Clarion R. R.,	70	10	80	4	5	9	89	6
Lake Shore & Michigan Southern Ry., ..	114	262	376	38	44	82	458	67
Lancaster, Oxford & Southern Ry.,	1	1	2	.....	.....	.....	2	.....
Leetonia Railway,	51	22	73	.....	.....	.....	73	.....
Lehigh & New England R. R.,	338	364	602	6	.....	6	608	60
Lehigh Valley R. R.,	1,417	1,012	2,429	86	34	120	2,549	91
Ligonier Valley R. R.,	12	2	14	8	3	11	25	4
Leland, F. A., agent,	2	13	15	.....	.....	.....	15	.....
Morris, Eugene, agent,	4	25	29	.....	.....	.....	29	.....
McKeesport Connecting R. R.,	5	.....	5	.....	.....	.....	5	.....
McKeesport Terminal R. R.,	2	.....	2	.....	.....	.....	2	.....
Maryland & Pennsylvania R. R.,	14	12	26	2	1	3	29	16
Mercer Valley R. R.,	4	.....	4	.....	.....	.....	4	.....
Monongahela R. R.,	41	15	56	3	1	4	60	3
Monongahela Connecting R. R.,	2	.....	2	.....	.....	.....	2	.....
Montour R. R.,	16	5	21	7	2	9	30	3
Monessen Southwestern Ry.,	1	.....	1	.....	.....	.....	1	.....
Mt. Jewett, Kinzua & Rittersville R. R., ..	20	8	28	1	1	2	30	19
New York Central & Hudson River R. R., ..	769	1,142	1,911	40	20	60	1,971	22
New York, Chicago & St. Louis R. R., ...	63	100	163	21	18	39	202	4
New York, Ontario & Western Ry.,	165	159	324	8	5	13	337	22
New York & Pennsylvania Ry.,	55	14	69	16	2	18	87	15
New Park & Fawn Grove R. R.,	2	.....	2	1	.....	1	3	5
Newport & Sherman's Valley R. R.,	7	.....	7	3	.....	3	10	21
New York, Susquehanna & Western R. R.	21	16	37	1	19	20	57	1
Noonan, T. H., agent,	1	19	20	.....	.....	.....	20	.....
Northampton & Bath R. R.,	5	.....	5	1	.....	1	6	13
Northern Liberties Ry.,	1	.....	1	.....	.....	.....	1	.....
Pennsylvania Company,	116	283	399	.....	.....	.....	399	.....
Pennsylvania Lines West of Pittsburgh, ..	.....	.....	.....	50	20	70	70	1
Pennsylvania R. R.,	2,525	3,663	6,188	250	152	402	6,590	126
Pennsylvania Western & Ohio River Connecting Ry.,	1	.....	1	.....	.....	.....	1	.....
People's Ry.,	1	.....	1	.....	.....	.....	1	.....
Pencoyd & Philadelphia R. R.,	1	.....	1	.....	.....	.....	1	.....

Steam Railroad Companies.	Tariffs.						Grand total.	Concurrences and powers of attorney.
	Freight.			Passenger.				
	Tariffs.	Supplements.	Total.	Tariffs.	Supplements.	Total.		
Philadelphia Belt Line R. R.,	4	1	5	.....	.....	.....	5	.....
Philadelphia & Reading Ry.,	871	1,920	2,791	118	39	148	2,939	425
Pittsburgh, Allegheny & McKees Rocks R. R.,	2	.....	2	1	.....	1	3	.....
Pittsburgh, Chartiers & Youghiogheny Ry.,	23	16	39	2	.....	2	41	15
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.,	32	275	357	.....	.....	.....	357	.....
Pittsburgh & Lake Erie R. R.,	287	1,057	1,344	30	21	51	1,395	.....
Pittsburgh, Lisbon & Western R. R.,	21	13	34	1	.....	1	35	.....
Pittsburgh & Ohio Valley Ry.,	5	.....	5	.....	.....	.....	5	.....
Pittsburgh, Shawmut & Northern R. R., ..	283	152	435	24	5	29	464	80
Pittsburgh & Susquehanna R. R.,	2	.....	2	3	.....	3	5	.....
Pittsburgh, Westmoreland & Somerset R. R.,	47	.....	47	2	.....	2	49	.....
Potato Creek R. R.,	42	2	44	2	.....	2	46	.....
Pullman Company, .....	.....	.....	.....	1	4	5	5	.....
Quakertown & Delaware River R. R.,	1	.....	1	.....	.....	.....	1	.....
Reynoldsville & Falls Creek R. R.,	10	.....	10	.....	.....	.....	10	3
Rural Valley R. R.,	2	.....	2	.....	.....	.....	2	2
St. Clair Terminal R. R.,	4	.....	4	.....	.....	.....	4	.....
Scranton & Spring Brook R. R.,	1	.....	1	.....	.....	.....	1	.....
Scottdale Connecting R. R.,	2	2	4	.....	.....	.....	4	.....
Sharpsville R. R.,	50	3	53	3	1	4	57	4
Shallenberger, F. E., agent,	1	66	67	.....	.....	.....	67	.....
Sheffield & Tionesta Ry.,	39	27	66	1	1	2	68	1
South Shore R. R.,	4	2	6	.....	.....	.....	6	.....
Stewartstown R. R.,	4	2	6	.....	.....	.....	6	.....
Susquehanna, Bloomsburg & Berwick R. R.,	74	111	185	2	.....	2	187	52
Susquehanna & New York R. R.,	376	197	573	15	4	19	592	.....
Susquehanna River & Western R. R.,	12	.....	12	3	.....	3	15	.....
Souders, L. M., agent,	1	2	3	.....	.....	.....	3	.....
Tionesta Valley Ry.,	194	52	246	3	.....	3	249	.....
Tuscarora Valley R. R.,	5	.....	5	4	.....	4	9	.....
Union R. R.,	9	2	11	1	.....	1	12	.....
Upper Merion & Plymouth R. R.,	1	.....	1	.....	.....	.....	1	.....
Valley R. R., .....	.....	.....	.....	1	.....	1	1	6
Wabash Pittsburgh Terminal Ry.,	43	82	125	15	5	20	145	19
Washington Run R. R.,	4	.....	4	.....	.....	.....	4	2
Waynesburg & Washington R. R.,	3	2	5	3	1	4	9	3
Western Allegheny R. R., .....	.....	.....	.....	2	4	6	6	3
Western Maryland Ry.,	266	122	388	41	12	53	441	44
West Side Belt R. R., .....	.....	.....	.....	1	.....	1	1	.....
White Deer & Loganston Ry.,	3	.....	3	1	.....	1	4	.....
Wilkes-Barre & Eastern R. R.,	26	19	45	.....	.....	.....	45	2
Williamsport & North Branch R. R.,	161	11	172	9	1	10	182	63
Winfield R. R.,	1	1	1	7
Total,	12,621	16,128	28,749	1,245	634	1,879	30,628	1,801



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THE BUREAU OF ACCOUNTS AND STATISTICS



THE BUREAU OF ACCOUNTS AND STATISTICS.

A Bureau of Accounts and Statistics has been established: to aid the Commission in collecting and compiling for its use necessary statistics regarding the affairs and activities of the public service companies and others subject to its supervision; to arrange systems of accounts to be prescribed by the Commission for public service companies and to see that such prescribed systems are adhered to; to conduct accounting investigations in connection with the valuation of properties of public service companies; and to investigate the financial condition of companies seeking the Commission's certificates of valuation and certificates of notification in connection with the issue of stocks, bonds and other securities.

REPORTS.

It will be the aim of this Bureau to obtain detailed and exact information regarding the affairs and the operations of all persons and companies engaged in public service in the Commonwealth, both for the guidance of the Commission in its work of regulation and for publication for the information of the public in such form as the Commission may from time to time deem advisable. This information will be obtained by means of regular periodical reports which the companies will be asked to file with the Commission, and which will be subjected to close scrutiny and criticism to determine the completeness and accuracy of the same.

UNIFORM SYSTEMS OF ACCOUNTS.

The value of financial reports received from companies and persons engaged in public service, for the purposes of compilation of statistics or for purposes of comparison, depends largely upon whether or not the reports are based upon correct and uniform accounting. It will

be one of the aims of this Bureau to bring about uniformity in the systems of accounting employed by those engaged in the various branches of public service. This will require patience and the hearty co-operation of the companies and their accounting officers, but the benefits to be obtained will, we feel satisfied, warrant the efforts and expense required to accomplish it.

The need of uniformity in accounting is felt especially in those branches of public service in which figures representing the operations of independent agencies engaged in public service are compared with figures representing operations of municipalities engaged in like service. Much of the uncertainty regarding the advantages to be obtained from municipally operated public utilities will be removed by a standardization of the accounts of all engaged in such activities, municipalities and companies alike, with the comparison of results which such standardization of accounts will make possible.

It has developed at hearings upon complaints that many companies have meager and in some cases no systems of bookkeeping and no real information as to their capital expenditures or receipts and expenses. The Bureau of Accounts has undertaken to advise with and formulate for such companies systems of bookkeeping and accounts to such degree of development as seemed warranted in each individual case.

ACCOUNTING EXAMINATIONS.

An important branch of the work of this Bureau will be the conducting of examinations of the books and accounts of the public service companies who apply for the Commission's certificates of valuation in connection with the issue of stocks, bonds, notes and other evidences of indebtedness running for more than twelve months, according to Section 21 of Article V of the Public Service Company Law, as well as those who issue such securities upon certificates of notification; the examination of books and records in connection with valuations for rate-making purposes; and other examinations of companies whose affairs are before the Commission for investigation upon complaint. It is deemed advisable for the Commission to have on its staff and at its call a corps of assistants skilled in accounts and available for such work, and it will be one of the aims and purposes of this Bureau to develop and train such a corps and to be in readiness to render such service to the Commission.

N

GENERAL ORDERS, ADMINISTRATIVE RULINGS
AND CIRCULARS ISSUED.

August 4, 1913, to June 30, 1914.



GENERAL ORDER NO. 1.

In the matter of Providing Drinking Water and Sanitary Drinking Cups in the Passenger Cars and Agency Stations of the Railroad Companies Operating in the State of Pennsylvania.

And now, January 8, 1914, it is ordered for the accommodation of the travelling public, that all railroad companies engaged in the transportation of passengers within the State, be required to provide a sufficient supply of water for drinking purposes upon each of the cars when engaged in such transportation, together with a sufficient supply of sanitary drinking cups, such as will enable each passenger to have one cup for individual use.

It is further ordered that an accessible and sufficient supply of water and cups of the same character be provided in each of the agency stations of the roads engaged in such transportation of passengers.

GENERAL ORDER NO. 2.

In the Matter of the Regulation of the Crossing of Facilities of one Public Service Company with those of another Public Service Company.

And now, January 8, 1914, until otherwise hereafter determined and ordered, any public service company, subject to the provisions of The Public Service Company Law, approved July 26, 1913, before constructing any structures or other facilities across the structures or other facilities of any other public service company, whether underground or above ground or at the same or different levels, in the absence of an agreement between the public service companies affected, shall serve ten days written notice upon the public service company

or companies, whose structures it is so desired to cross, which notice shall specify the nature and character of such contemplated crossing and the exact location thereof, and shall file with the Commission a copy of the notice so served with proof of service thereof.

The public service company or companies desiring to construct such crossings may, after the termination of the period of such notice, proceed therewith in accordance with the specifications contained in the notice unless, within ten days after the service thereof, the public service company or companies affected by such crossing shall serve upon the company or companies proposing to make such crossing and file with the Commission a protest against the construction of the same, or unless without such protest the Commission within ten days of the filing of such notice shall, of its own motion, direct that the crossing shall not be proceeded with.

Such protest shall set forth the reasons which, in the judgment of the protestant, show that the Commission should not approve such crossing, and proof of service thereof, as aforesaid, shall be filed with the Commission within three days of the filing of the protest with the Commission.

The Commission, upon consideration of such notice or protest or both, may fix a time and place for hearing after due notice and determine whether or not such crossing shall be approved. This regulation shall apply to all such crossings between the structures or facilities of any public service company, and the structures or facilities of any other public service company, other than crossings between railroads and street railways, and shall be subject to the specific regulations that may hereafter be adopted by the Commission.

GENERAL ORDER NO. 3.

In the Matter of the Discontinuance of Reporting Inspections of Locomotive boilers.

And now, January 8, 1914, it is ordered that after January 31, 1914, railroad companies will not be required to send to this office reports of inspections of locomotive boilers inspected by the Interstate Commerce Commission, reports of which inspections are made to the Interstate Commerce Commission.

GENERAL ORDER NO. 4.

Regulating notice of change in Tariffs or Schedules in the matter of fares for Excursions limited to certain designated periods.

And now, January 21, 1914, it is determined and ordered that fares for an excursion limited to a designated period of not more than three days may be established, without further notice, upon posting a tariff one day in advance in two public and conspicuous places in waiting rooms of each station where tickets for such excursion are sold and mailing a copy thereof to the Commission.

Fares for an excursion limited to a designated period of more than three days and not more than thirty days, may be established upon a like notice of three days.

Fares for a series of daily excursions, such series covering a period not exceeding thirty days, may be established upon like notice of three days as to the entire series, and separate notice of the excursion on each day covered by the series need not be given.

Fares for an excursion limited to a designated period exceeding thirty days will require the statutory notice unless shorter time is allowed in special cases by the Commission.

GENERAL ORDER NO. 5.

In the matter of regulations governing the protection of grade crossings.

And now, February 4th, 1914, it is ordered:

First: Before crossing any steam railroad track at grade all electric railways cars shall be brought to a full stop by the motorman thereof, who shall not operate his car over said crossing until signalled so to do either by a watchman, stationed and maintained at the crossing for that purpose, or by the conductor of his car, who shall proceed to and over the crossing, and who shall not signal to the motorman to cross the tracks without first ascertaining that there are no engines, cars or trains within his view, or, to his knowledge, approaching the crossing, and that it is safe for the motorman to proceed with his car over said crossing; except that at crossings of electric railway tracks by railroad sidings leading to railroad

yards, or to industrial plants, whereby agreement between the companies operating their cars, trains and engines over the same, it is provided specifically that a brakeman, flagman or employee of the railroad company shall proceed to said crossing ahead of the passage of any car, train or engine of the railroad company over said crossing and flag the crossing and warn the public of the approach and passage of such railroad car, train or engine.

The Investigator of Accidents of The Public Service Commission shall be notified of such arrangement, and thereafter the cars, trains or engines shall be operated in accordance therewith.

At crossings where conditions are specially dangerous, safety devices shall be provided, which shall be submitted to, and approved by, the Investigator of Accidents of The Public Service Commission.

Second: A light shall be displayed on the dead end of railroad trains when it is necessary to shift cars by night over a public crossing, notwithstanding the fact that the crossing constitutes a part of the yards.

GENERAL ORDER NO. 6.

In the Matter of the Regulation of the Occupancy of Front Platforms of Cars of Street Railway Companies.

And now, February 20th, 1914, it is ordered that no passenger be permitted to ride on the front platform of any closed trolley or electric traction cars, and that on open cars the carriage of passengers on the front platforms shall be strictly limited to the number that can be conveniently accommodated with seats and who occupy such seats, and further, that all passengers be prohibited from distracting the attention of the motormen by conversation or otherwise.

GENERAL ORDER NO. 7.

In the matter of application of rates at intermediate points.

1. In order to provide specific commodity rates on traffic from or to intermediate points, covered by existing published tariffs which only show known points of origin and destination, and to avoid the necessity of special application to the Commission to issue commodity

rates from or to intermediate points in special cases upon less than thirty days' notice, common carriers are hereby authorized to apply from or to intermediate points, the same commodity rates as are published from or to the next more distant point named in the tariff, provided such commodity rates are not higher than the published class rates between the objective intermediate points, and provided further that no advance is thereby made in any existing rates.

To accomplish this, supplements must be issued to each tariff providing suitable Rule to govern the application of rates from or to the intermediate points. Such supplements may be issued to tariffs of less than three pages, and if desired, one issue may be made to apply as a supplement to all or any of the existing tariffs by making specific reference to each tariff of which the issue is a supplement.

2. The publication of commodity rates from or to other points than the known points of production and consumption imposes an unnecessary burden upon the carrier, as the publication of such rates from or to all intermediate points, would necessitate the posting at every intermediate point, and tariffs would contain numerous rates seldom if ever quoted to shippers.

For these reasons and in order to lessen the claims for reparation resulting from higher charges on an intermediate haul, common carriers are hereby authorized, upon reasonable request therefor, to publish commodity rates on one day's notice to the Commission and to the Public, from or to intermediate points which do not exceed those in effect from or to the next more distant point named in the tariff, provided no advance is thereby made in any existing rate.

Each such tariff shall bear on its title page the following notation:

"By authority of General Order No. 7, issued eighteenth day of April, 1914, The Public Service Commission of the Commonwealth of Pennsylvania, this tariff (these rates) is not (are not) made applicable from (or to) all intermediate points. Upon reasonable request therefor rates which do not exceed those in effect from (or to) more distant points will, under authority granted by The Public Service Commission of the Commonwealth of Pennsylvania, be established from (or to) any intermediate point hereunder upon one day's notice to the Commission and to the Public."

Tariffs or Supplements which contain changes made under the authority of this order shall contain reference in the issue as follow:

"Issued by authority of The Public Service Commission of the Commonwealth of Pennsylvania, General Order No. 7, issued eighteenth day of April, 1914."

CIRCULAR LETTER MODIFYING GENERAL ORDER NO. 7.

To Common Carriers:

In the issuance of General Order No. 7, in the matter of application of rates at intermediate points, provision is made for a rule to be shown on title page of tariffs enabling carriers to publish rates between intermediate points upon less than statutory notice.

The attention of the Commission has been directed to the fact that by the substitution of the word "will" for "do" in the paragraph quoted below one clause may be used for both interstate and intrastate traffic and, as an assistance to the carriers, I am directed by the Commission to advise you that the alteration is hereby authorized and the rule as corrected hereunder is substituted:

"By authority of General Order No. 7, issued eighteenth day of April, 1914, The Public Service Commission of the Commonwealth of Pennsylvania, this tariff (these rates) is not (are not) made applicable from (or to) all intermediate points. Upon reasonable request therefor rates which WILL not exceed those in effect from (or to) more distant points will, under authority granted by The Public Service Commission of the Commonwealth of Pennsylvania, be established from (or to), any intermediate point hereunder upon one day's notice to the Commission and to the Public."

Harrisburg, Pa., May 28, 1914.

GENERAL ORDER NO. 8.

In the matter of filing tariffs with The Public Service Commission.

It is hereby ordered, That all Public Service Companies subject to the provisions of The Public Service Company Law, approved July 26th, 1913, including all railroad corporations, canal corporations, street railway corporations, stage line corporations, express corporations, baggage transfer corporations, pipe line corporations, ferry corporations, common carriers, Pullman car corporations, dining car corporations, tunnel corporations, turnpike corporations, bridge corporations, wharf corporations, incline plane corporations, grain elevator corporations, telegraph corporations, telephone corporations, natural gas corporations, artificial gas corporations, electric corporations, water corporations, water-power corporations, heat

corporations, refrigerating corporations, sewage corporations, doing business within this State, and also all persons engaged for profit in the same kind of business, within this Commonwealth, file with this Commission not later than June 1st, 1914, all tariffs issued by such public service company, which were in effect January 1st, 1914, together with all supplements or amendments thereto, or re-issues thereof, and which show prices, charges, rates, fares, tolls or other compensation asked, demanded, or received for any service rendered or furnished by such company, and, if a common carrier, showing the method of distribution of trains, cars, vehicles, boats, motive power, or other facilities operated or owned by said common carrier.

Every public service company shall also file with, and as a part of, such tariffs and schedules, all rules and regulations that in any manner affect the said prices, charges, rates, fares, tolls, or other compensation, or the distribution of trains, cars, vehicles, motive power or other facilities.

All such tariffs or schedules shall bear consecutive serial numbers commencing with No. 1 for each Public Service Company, and the serial designation shall bear the prefix P. S. C.—Pa., which may be stamped, typewritten or legibly written by hand thereon.

All such tariffs or schedules shall be forwarded as separate communications (correspondence or tariffs and schedules published on or subsequent to April 1st not to be included in the same package or envelope) and such package or envelope must contain in lower left-hand corner "Tariffs and Schedules issued prior to April 1st, 1914," and be addressed to the Bureau of Rates and Tariffs, The Public Service Commission of the Commonwealth of Pennsylvania, Harrisburg, Penna.

If five (5) or more such tariffs or schedules are filed by any one company, an index thereto shall be furnished, the first portion of which index shall show an arrangement in numerical order, and the second in alphabetical order, by commodity or class or traffic or character of service performed, and if common carriers, shall briefly describe the territory of origin and destination.

The filing with the Commission shall not be construed as an approval of any of the prices, charges, rates, fares, tolls, or other compensation, or the rules and regulations or method of distribution of trains, cars, vehicles, boats, motive power, or other facilities operated or owned by said common carrier, contained in the said tariffs, or as a waiver of any of the provisions of The Public Service Company Law.

It is further ordered: That every schedule filed with the Commission shall be accompanied by a letter to transmittal in duplicate, if receipt is desired, printed on paper 8½X11 inches in size, in the following form:

To the Public Service Commission of the Commonwealth of Pennsylvania, Harrisburg, Pennsylvania.

Accompanying schedule issued by the.....
.....is sent you for filing, in compliance with the requirements of The Public Service Company Law.

P. S. C. Pa., No.

Supp. No. to P. S. C.—Pa., No.

Effective.....1914.

and is concurred in by all carriers named therein as participants, under continuing concurrences or authorizations now on file with The Public Service Commission of the Commonwealth of Pennsylvania, except the following named carriers, whose concurrences are attached hereto:

.....
.....
.....

(Signature of Filing Officer or Agent.)

The original will be retained by the Commission, and the duplicate will be stamped and returned to the filing Public Service Company as receipt for the schedule covered thereby, when accompanied by an addressed stamped envelope or postage sufficient to cover return mailing. When the schedule transmitted is not a joint schedule, the statement as to concurrence or authorization in the letter of transmittal may be omitted or stricken out.

CIRCULAR LETTER MODIFYING GENERAL ORDER NO. 8.

To Common Carriers:—

General Order No. 8, in the matter of filing tariffs with the Public Service Commission, requires the filing * * * “with this Commission not later than June 1st, 1914, all tariffs issued by such public service company, which were in effect January 1st, 1914, together with all supplements or amendments thereto, or re-issues thereof.”

In order to enable carriers to file all tariffs and concurrences, the time limit for filing as prescribed in General Order No. 8, has been extended to July 1, 1914.

Harrisburg, Pa., May 28, 1914.

GENERAL ORDER NO. 9.

In the Matter of Issuing Rates on Less Than Statutory Notice.

It is hereby ordered, That all Public Service Companies subject to the provisions of the Public Service Company Law, approved July 26th, 1913, in applying for special permission, under Article II, Section 1 (f), to issue rates on less than statutory notice of 30 days, make said application in the manner and form prescribed in this order.

FORM TO BE USED BY PUBLIC SERVICE COMPANIES IN PETITIONING FOR PERMISSION TO FILE TARIFFS ON LESS THAN STATUTORY NOTICE.

This form to be printed on paper 8 x 10½ inches in size.

.....
(Name of petitioning company.)

.....191.....
(Place and Date.)

To the Public Service Commission of the Commonwealth of Pennsylvania, Harrisburg,

The
(Name of petitioning company.)

.....does respectfully petition the Commission that it be permitted under Article II, Section 1 (f) to put in force the following rates, to become effective.....days after the filing thereof with the Commission:

(State fully the rates it is desired to put into effect, the articles upon which they are to apply, and the points affected.)

.....
.....
.....
Your petitioner further represents that the said rates above mentioned will be published in Tariff P. S. C. Pa. No.....or in Supplement No..... to Tariff P. S. C. Pa. No....., and will supersede and take the place of the rates on like traffic from and to the points above named which are set forth in Tariff P. S. C. Pa. No..... or Supplement No..... to Tariff P. S. C. Pa. No..... on file with the Commission.

NOTE.—Circular No. 1 is The Public Service Company Law; Circular No. 2 is the Rules of Practice, published herein as Appendix "P;" Circular No. 3 is now embodied in the Rules of Practice as Rule 36; Circular No. 4 relates to office routine.

CIRCULAR NO. 5.

RULES AND REGULATIONS GOVERNING FORM OF TARIFFS AND SCHEDULES.

FORM AND SIZE.

1. All tariffs and schedules must be printed on hard calendered paper of good quality from type of size not less than 6 point full face, in book, sheet or pamphlet form and of size 8 by 11 inches. Loose-leaf plan may be used so that changes can be made by re-printing and inserting a single leaf.

No alterations in writing or erasures must be made.

TITLE PAGE.

2. The title page shall show:

- (a) Name of issuing Public Service Company and address.
- (b) Number of tariff, starting with number one, and the prefix P. S. C. Pa. used. The number and prefix must be in bold type on upper right hand corner, and immediately thereunder, in smaller type, the number or numbers of tariffs cancelled thereby. Serial numbers of the Public Service Companies may, if desired, be entered below the upper marginal line of the title-page. Separate serial P. S. C. Pa. numbers will be used for the different classes of tariffs and schedules.
- (c) The locality at which tariff or schedule applies. If between various points, the territory will be briefly state.
- (d) Reference by name and P. S. C. Pa. number to any other tariff or schedule which may apply in connection with the tariff or schedule.
- (e) Date of issue and date effective.
- (f) On every tariff or schedule that is issued on less than thirty days' notice with approval or by order of the Commission, notation that it is issued under Special Permission or Order of the Public Service Commission of the Commonwealth of Pennsylvania, No. of (date).
- (g) Name, title and address of officer by whom tariff or schedule is issued.

TARIFFS AND SCHEDULES SHALL CONTAIN.

3. Tariffs and schedules shall contain:

- (a) Table of Contents: A full and complete statement in alphabetical order, of the exact location where information, by subjects, will be found, specifying page and item numbers. This table of

contents may be omitted where the volume of matter is so small that its title page or its interior arrangement plainly discloses its contents.

(b) If a joint tariff or schedule, the names of Public Service Companies participating, alphabetically arranged. But if the number of participating Companies is not more than ten their names may be shown on the title page of the tariff or schedule. The form and number of concurrence of participating companies must be shown.

(c) Explanation of reference marks and technical abbreviations used.

(d) An explanatory statement in clear and explicit terms regarding the rates, tolls, charges, etc. contained in the tariff or schedule as may be necessary to remove all doubt as to their proper application.

(e) Rules and regulations which govern the tariff or schedule, or in any manner affect the rates named therein.

(f) Rates, charges, tolls, etc. shall be stated in cents, or in dollars and cents, per unit.

(g) Alphabetically arranged and complete index of all commodities upon which commodity rates are named, also index of points from which and to which rates apply.

4. All tariffs or schedules must indicate increases thereby made in existing rates, charges, tolls, rules, regulations or classifications by the use of black faced type.

5. In case of railroad or other common carriers, telegraph and telephone corporations, such tariffs and schedules shall conform to those required by the Interstate Commerce Commission.

6. Tariffs or Schedules of all Common Carriers shall, as required by (Art. 2 Sec. 1-d) of The Public Service Company Law, show the method of distribution of trains, cars, vehicles, boats, motive power, or other facilities operated or owned by such common carrier, and all rules and regulations that in any manner affect such distribution.

7. In case of change of ownership or control of a Public Service Company, the company absorbed, taken over or purchased shall unite with other company in common supplements to existing tariffs or schedules, one withdrawing and the other accepting and establishing said existing and effective tariffs and schedules. The common supplements to be executed jointly by the officers of both old and new Public Service Companies and numbered as supplements (even if the tariff or schedule is of less than three pages). New tariffs or schedules shall be numbered in series as of the new Public Service Company. Similar notice must be made by a receiver or receivers.

AMENDMENTS AND SUPPLEMENTS.

8. A change in or addition to a tariff or schedule shall be known as an amendment, and shall be shown in a supplement to same and shall refer to the page or pages or item or items of the previous tariff or schedule or supplement thereof which it amends. A tariff or schedule of less than three pages may not be supplemented or amended but must be reissued, of three or more pages may be supplemented to the extent of not more than fifty per centum of the number of pages in the tariff or schedule.

NOTE.—Circular No. 6 is a letter pertaining to the filing of tariffs which is superseded by General Order No. 8; Circular No. 7 is the report of Messrs. Price, Waterhouse & Company, upon the cost of the transportation of coal to Philadelphia from the Anthracite region; Circular No. 8 is a Digest of the report of Messrs. Price, Waterhouse & Company above mentioned.

CIRCULAR NO. 9-A.

RULES AND REGULATIONS PERTAINING TO GAS SERVICE UTILITIES.

NOTE.—Nothing contained in these Rules shall be construed as relieving any Utility from the performance of any of its legal duties to the public.

By order of The Public Service Commission of the Commonwealth of Pennsylvania.

PART I.—GENERAL.

Definition:

The term “utility” as used in these rules includes all public service companies, corporations and person, as defined in The Public Service Company Law, engaged in the production, sale or distribution of gas within the jurisdiction of the Commission.

I Statutory:

“It shall be the duty of every public service company to furnish and maintain such service, including facilities, as shall in all respects be just, reasonably adequate, and practically sufficient for the accommodation and safety of its patrons, employees, and the public, and in conformity with such reasonable regulations or orders as may be made by the Commission.”

II. Pressure Variation:

Each utility furnishing manufactured gas shall maintain at the consumer's meter outlet a gas pressure of not less than one and one-half inches nor more than eight inches of water pressure; and within said limits the daily variation of pressure at the outlet of any one

meter on the system shall never be greater than one hundred (100%) per cent. of the minimum pressure. Each utility furnishing natural gas shall maintain at the consumer's meter outlet a gas pressure of not less than one and one-half inches, nor more than fourteen inches of water pressure, except when greater pressure is specifically provided in the contract between the utility and the consumer, provided there shall be no unfair and unreasonable discrimination or preference; and within the said limits the daily variation of pressure at the outlet of any one meter on the system shall never exceed four inches of water pressure above or below the normal pressure maintained at such point of delivery, unless it can be shown to the Commission that such greater variation is due to extraordinary demand in extreme weather.

Provided, that variations in pressure caused by operation of consumer's apparatus in violation of contract or the rules of the utility, or by causes entirely beyond the control of the utility, shall not be considered a violation of this rule.

III. Required Heating Value:

Each utility furnishing manufactured gas service must supply gas which when tested within a one mile radius from the point of manufacture, shall give a monthly average of not less than 570 British thermal units total heating value per cubic foot, as referred to standard condition of temperature and pressure, except gas which in the opinion of the Commission, is produced as a by-product in the manufacture of coke, which gas shall give a monthly average of not less than 550 British thermal units per cubic foot. The minimum heating value of manufactured gas shall never fall below 520 British thermal units except for by-product coke over gas as indicated above, which shall never fall below 500 British thermal units. Manufactured gas delivered to the mains under pressures above 5 pounds per square inch shall be tested for heating value before compression. The minimum heating value of natural gas supplied by any utility shall never fall below 800 British thermal units per cubic foot, as referred to standard condition of temperature and pressure.

IV. Sulphur Requirements:

In no case shall manufactured gas contain more than 30 grains of total sulphur per 100 cubic feet.

V. Service Interruptions:

Each utility shall keep a record of all interruptions to service on the entire system or any portion thereof belonging to the utility, which record shall contain the time, extent and duration of the interruption and shall be kept as specified in Rule IX.

VI Complaint Records:

Each utility shall keep a record of all written complaints received from its consumers in regard to service, which record shall show the name and address of the complainant, the date and nature of the complaint, the action taken, and the date of final disposition of the matter. This record shall be kept as specified in Rule IX.

VII. Inspection of Equipment:

Each utility shall inspect its equipment and facilities, including the necessary tests for water and leaks in its lines, in accordance with good practice, and in a manner satisfactory to the Commission, and shall maintain as specified in Rule IX, a complete record of all such inspections and tests, and shall file with the Commission a statement of the condition of its equipment and facilities, and such copies of its reports of inspections, when and in such form as the Commission may require.

VIII. Accidents.

Each utility shall keep a record of and shall furnish to the Investigator of Accidents for the Commission, in accordance with the rules of the Commission, reports of any and all accidents happening in or about or in connection with the operation of its property, facilities or service, wherein any person shall have been killed or injured, or property damaged or destroyed, with a full statement as far as possible of the causes of such accidents, and the precautions, if any, taken as prevention against future accidents of similar character.

IX. Records and Reports:

All records required by these Rules shall be kept within the State at an office or offices of the utility located in the territory served by it, and shall be open for examination by the Commission or its representative. Each utility shall notify the Commission of the office or offices at which the various classes of records are kept and shall file with the Commission, such reports as the Commission may from time to time require.

PART II.—METERS, CALORIMETERS, ETC.

X. Allowable Error:

No gas meter shall be placed in service nor allowed to remain in service, which shows in comparison with a standard gas prover, an error greater than two (2%) per cent. when gas at the standard test rate of flow is passing through it.

XI. Periodic Tests:

No utility furnishing metered gas service shall allow a gas meter to remain in service for a period longer than five years without checking it for accuracy, or readjusting it if found to be incorrect beyond the limits established by Rule X. Proportional meters shall be tested once every five years and readjusted if necessary, and cleaned by a competent man at least once each three months.

XII. Meter Test Records:

Whenever a gas service meter is tested, the original test record shall be kept, indicating the information necessary for identifying the meter, the reason for making the test, the reading of the meter before being disturbed, and the accuracy of the meter, together with all the data taken at the time of the test. This record must be sufficiently complete to permit the convenient checking of the methods employed, and the calculations made. A record shall also be kept, preferably numerically arranged, indicating date of meter purchase, when purchased after July 1, 1914, name of manufacturer, its size, its identification, its various places of installation, with dates of installation and removal, and the dates and general results of all tests. These records shall be kept as specified in Rule IX.

XIII. Installation of Meters:

Each gas service meter installed after July 1, 1914, shall have been tested for accuracy by the utility within one year previous to its installation. It shall also be inspected by the utility for proper connections, mechanical conditions, and suitability of location within sixty (60) days after installation.

XIV. Facilities for Testing:

Each utility shall provide and maintain suitable and adequate facilities for testing its gas service meters, in each case to be satisfactory to and approved by the Commission. Each utility shall provide a suitable meter prover, of not less than five (5) cubic feet capacity, equipped with suitable thermometers and other necessary accessories, and shall maintain the same in proper adjustment to register the condition of the meters within one-half of one per cent. The accuracy of all provers will be established from time to time by a representative of the Commission at a place to be designated by it. After January 1, 1915, tests made with an uncertified prover will not be deemed authoritative.

XV.—Pressure Surveys:

Each utility shall provide itself with one or more graphic recording pressure gauges, and shall make frequent measurements of the gas pressure and pressure variation throughout its system. Charts from these gauges showing the pressure variations shall be kept for at least two years as specified in Rule IX. The accuracy of all pressure gauges will be established from time to time by a representative of the Commission at a place to be designated by it. After January 1, 1915, tests made with an uncertified pressure gauge will not be deemed authoritative.

XVI. Calorimeter Tests:

Each utility whose gas output exceeds twenty-million cubic feet per year shall equip itself with a complete standard calorimeter outfit approved by the Commission, by which it shall determine the heat value of manufactured gas at least three days each week, and of natural gas at least three times per year. A complete record of all these tests shall be kept as specified in Rule IX. The accuracy of all calorimeters will be established from time to time by a representative of the Commission at a place to be designated by it. After January 1, 1915, tests made with an uncertified calorimeter will not be deemed authoritative.

XVII. Meters in Service without Test Records:

All gas meters in service on and after July 1, 1914, for which there is no record test within five years, must be tested as soon thereafter as circumstances will permit, and in all cases within three years from July 1, 1914.

XVIII. Request Tests:

Each utility shall upon the written request of a consumer, and if he so desires, in his presence or that of his authorized representative, make a test of the accuracy of his meter. When a consumer desires, either personally or through a representative, to witness the testing of a meter, he may require the meter to be sealed in his presence before removal, which seal shall not be broken until the test is made in his presence. If the meter so tested shall be found to be accurate within the limits specified in Rule X, a fee determined from the schedule indicated below, shall be paid to the utility by the consumer requiring such test; but if not so found, then the cost thereof shall be borne by the utility furnishing the service. When making such request, the consumer shall agree to the basis of payment herein

specified. A report of such test shall be made to the consumer, and a complete record of such test shall be kept on file as specified in Rule IX.

The amount of the fee to be charged by the utility for testing meters upon written complaint of consumers, shall be determined by the manufacturers' designated rating, as follows:

Positive Meters.

Meters of 10-Lt. capacity or under, or having a rated capacity of 200 cubic feet per hour or under,	\$2.00
Meters of over 10-Lt. capacity and not exceeding 30-Lt. capacity, or having a rated capacity exceeding 200 cubic feet per hour, and not exceeding 600 cubic feet per hour,	4.00
Meters of over 30-Lt. capacity and not exceeding 80-Lt. capacity, or having a rated capacity exceeding 600 cubic feet per hour, and not exceeding 1,500 cubic feet per hour,	6.00
Meters of over 80-Lt. capacity, or having a rated capacity exceeding 1,500 cubic feet per hour,	10.00

Proportional Meters.

All Proportional Meters not exceeding 15,000 cubic feet per hour rated capacity,	15.00
All Proportional Meters of over 15,000 cubic feet and not exceeding 30,000 cubic feet per hour,	20.00
All Proportional Meters of over 30,000 cubic feet and not exceeding 50,000 cubic feet per hour rated capacity,	30.00
All Proportional Meters of over 50,000 cubic feet and not exceeding 100,000 cubic feet per hour rated capacity,	40.00
All Proportional Meters of over 100,00 cubic feet per hour rated capacity,	50.00

Rates for testing meters not included in the above classification, or which are so located that the cost is out of proportion to the fee specified, will be furnished by the Commission upon receipt of complete specifications.

XIX. Refunds:

If a meter be found to be fast at any test by more than two (2%) per cent., an allowance or refund shall be made to the consumer by the utility, equal to all the excess charged the consumer, figured back from the date of test through the entire period of the current bill, unless it can be shown that the error is due to an accident or other cause the exact date of which can be determined, in which case it shall be figured back to such time.

CIRCULAR NO. 10-A.

RULES AND REGULATIONS PERTAINING TO ELECTRIC UTILITIES.

NOTE.—Nothing contained in these Rules shall be construed as relieving any Utility from the performance of any of its legal duties to the public.

By order of The Public Service Commission of the Commonwealth of Pennsylvania.

PART I.—GENERAL.

Definition:

The term “utility” as used in these rules includes all public service companies, corporations and persons, as defined in The Public Service Company Law, engaged in the production, sale or distribution of electricity within the jurisdiction of the Commission.

I. Statutory:

“It shall be the duty of every public service company to furnish and maintain such service, including facilities, as shall in all respects be just, reasonably adequate, and practically sufficient for the accommodation and safety of its patrons, employees, and the public, and in conformity with such reasonable regulations or orders as may be made by the Commission.”

II. Voltage Variation:

Each utility supplying electrical energy from a constant voltage system, shall adopt standard service voltages for such system, the suitability and adequacy of which voltages may be determined at any time by the Commission, and every reasonable effort shall be made to maintain such voltage practically constant at all times during which service is supplied. For service rendered under a lighting contract, or primarily for lighting purposes, the variations of voltage as measured at the service terminals shall not exceed five (5%) per cent., plus or minus, of the standard service voltage for that locality, for a longer period than one minute at each instance, at any time during which service is supplied. For service rendered under a power contract, or primarily for power purposes, voltage variations as measured at the service terminals shall not exceed ten (10%) per cent., plus or minus, of the standard service voltage for that locality for a longer period than one minute at each in-

stance: Provided, First, That this limit of ten (10%) per cent., shall not apply to power supplied from direct current trolley wires; and, Second, That a utility may, if satisfactory to and approved by the Commission, furnish service under conditions of greater voltage variations, (a) upon filing with the Commission a copy of all existing contracts containing a provision for service with such greater variation of voltage, or, (b) upon filing with the Commission a copy of all existing contracts which do not contain a provision for such greater variations in voltage, together with a statement in each case of the variations in voltage existing in the service rendered under each said contract, and (c) upon filing with the Commission a copy of all contracts made hereafter which contemplate service under conditions of greater voltage variations, and which shall in each case henceforth contain a clause stating the probable variations in voltage that will occur in the service rendered under said contract: And provided, further, that such greater variations in the voltage shall not result in unreasonable discrimination in favor of or against any consumer. Variations of voltage in excess of those specified above, caused by the operations of the consumer in violation of his contract or the rules of the utility, or from causes beyond the control of the utility, shall not be considered a violation of this rule.

III. Record of Station Voltage:

Each utility shall keep in continuous operation at least one graphic recording voltmeter in each generating station. Each utility shall also place and connect additional graphic recording voltmeters at such places and for such periods of time as the Commission may from time to time require. All records from such meters shall be kept on file as specified in Rule X.

IV. Standard Frequency:

Each utility supplying alternating current shall adopt a standard frequency, the suitability of which may be determined by the Commission, and shall maintain this frequency within five (5%) per cent. plus or minus, of standard, at all times during which service is supplied: Provided, That momentary variations of frequency of more than five (5%) per cent. which are clearly due to no lack of proper equipment or reasonable care on the part of the utility, shall not be considered a violation of this rule.

V. Records of Load and Interruptions:

Each utility shall keep a record of the time of starting and disconnecting all street lighting circuits; of the readings of such instruments at each generating station, and at such intervals as are neces-

sary to determine the characteristics of the load; and of all interruptions to service affecting the busbars, feeders, or distributing mains, which record shall show the time, duration, extent, and the cause when known, of the interruption. An interruption is here defined for the purpose of record only, as the interval of time during which the voltage falls below fifty (50%) per cent. of standard voltage. All such records shall be kept as specified in Rule X, for at least two years.

VI. Complaint Records:

Each utility shall keep a record of all written complaints received from its consumers in regard to service, which record shall show the name and address of the complainant, the date and nature of the complaint, the action taken, and the date of final disposition of the matter. These records shall be kept as specified in Rule X.

VII. Maintenance and Inspection:

Each utility shall maintain its equipment and facilities, and shall make periodic inspection of the same, all in accordance with good practice, and in a manner satisfactory to the Commission. Each utility shall also keep a complete record of all such inspections, as specified in Rule X, and shall file with the Commission a statement of the condition of its equipment and facilities, and such copies of its reports of inspections, when and in such form as the Commission may require.

VIII. Defective Apparatus:

Whenever any equipment or facilities, the failure of which would involve life hazard, are removed from service for any reason, they must be thoroughly inspected and tested before being again placed in service, and no equipment or facilities shall be placed in service or continued in service, which have for any reason become dangerous, or liable to cause injury to persons or damage to property.

IX. Accidents:

Each utility shall keep a record of and shall furnish to the Investigator of Accidents for the Commission, in accordance with the rules of the Commission, reports of any and all accidents happening in or about or in connection with the operation of its property, facilities or service, wherein any person shall have been killed or injured, or property damaged or destroyed, with a full statement as far as possible of the causes of such accidents, and the precautions, if any, taken as prevention against future accidents of similar character.

X. Records and Reports.

All records required by these Rules shall be kept within the State, at an office or offices of the utility located in the territory served by it, and shall be open for examination by the Commission or its representative. Each utility shall notify the Commission of the office or offices at which the various classes of records are kept, and shall file with the Commission such reports as the Commission may from time to time require.

PART II.—METERS.

XI. Allowable Error:

No watt-hour meter shall be placed in service nor allowed to remain in service, which registers at no load when the applied voltage is less than one hundred and ten (110%) per cent. of standard service voltage, nor which is in any way mechanically defective, nor which has incorrect constants, nor an error in measurement in excess of four (4%) per cent.

XII. Method of Determining the Error:

The error of a service watt-hour meter shall be determined as follows: The error at light load—here defined as not less than five (5%) per cent. nor more than ten (10%) per cent. of rated capacity for induction type meters, and not less than ten (10%) per cent. nor more than fifteen (15%) per cent. of rated capacity for commutator type and mercury type meters—shall be determined by taking the average of at least two errors, determined from as many separate readings of the same light load, which errors must agree with each other within one-half ($\frac{1}{2}$ %) per cent. of registration accuracy. In the same manner the error at heavy load—here defined as not less than seventy-five (75%) per cent. nor more than one hundred (100%) per cent. of rated capacity—shall be determined.

The error of the meter shall then be determined by taking the average of the error at light load and the error at heavy load, proper account being taken of the sign of these two errors: Provided, That where, the consumer's connected load does not equal seventy-five (75%) per cent. of the rated capacity of the meter, the full connected load may be considered as heavy load for purposes of test.

In all cases where it is not practicable to determine the error by the method outlined above, the utility shall have the option of installing an approved check meter or meters, and determining the error of the service meter by comparing the watt-hours registered by the check meter with the watt-hour registered by the service meter in the same time. When this option is exercised, the check meter

shall be left in circuit until the hand on the first dial of the service meter shall have made at least two complete revolutions. If a utility desires to use "per cent. registration" or "accuracy," in place of "per cent. error," the per cent. registration shall be determined in the same manner as provided above for determining per cent. error.

XIII. Meter Record:

Each utility shall maintain a record of all its service watt-hour meters, which record shall show the name of the manufacturer, the type, the rating, the date of purchase when purchased after July 1st, 1914, the date and location of all installations in service and the removals therefrom, the date of all tests and the reasons therefor, and the error "as found" and "as left." This record shall be kept as specified in Rule X, and shall be complete and up to date within three years subsequent to July 1st, 1914.

XIV. Test Previous to Installation:

Each watt-hour meter installed after July 1st, 1914, shall have been tested for accuracy by the utility within ninety (90) days previous to its installation, or shall be so tested within sixty (60) days thereafter. It shall also be inspected by the utility for proper connection, mechanical condition, and suitability of location within sixty (60) days after the installation.

XV. Facilities for Testing:

Each utility shall provide for and have available, suitable and adequate facilities for testing its watt-hour meters, in each case to be satisfactory to and approved by the Commission. These facilities shall, in general, include a test bench free from unnecessary encumbrances, one or more portable rotating standard watt-hour meters, a suitable check meter or meters mounted on the test bench, and such other necessary equipment as the Commission may require. The check meter shall be the reference standard for the utility, and shall be periodically tested for accuracy, and adjusted when necessary by a representative of the Commission, and at such place as the Commission may direct. Immediately after making final adjustment, the tester shall seal and date tag the meter, and shall furnish the utility with a correction curve properly dated and signed.

The portable rotating standard shall also be tested and adjusted periodically by a representative of the Commission, and at such place as the Commission may direct. The tester shall furnish the utility with a correction curve properly dated and signed. During the interval between tests by the Commission, the portable standard shall be compared with the check meter at least once each week for

commutating types, and at least once every two weeks for induction types, during the time the portable meter is in service, and the calibration thus obtained shall be used in determining the error of the service meters. A complete record of these check-tests shall be kept for at least two years, as specified in Rule X. This record shall show the condition and accuracy of the rotating standard "as found" and "as left;" all in such form and such detail as to permit of convenient checking of the method and results.

All correction curves furnished by the Commission shall be kept with the meter until superseded. After January 1, 1915, tests made with uncertified facilities will not be deemed authoritative.

XVI. Frequency of Periodic Tests:

Each utility shall make periodic tests of all its watt-hour meters in service, in accordance with the following schedule:

- (a) Two and three wire commutating type and mercury type meters, up to and including fifty (50) amperes rated capacity of meter element, shall be tested at least once every eighteen (18) months.
- (b) Two and three wire commutating type and mercury type meters of over fifty (50) amperes rated capacity of meter element, shall be tested at least once every twelve (12) months.
- (c) Two and three wire single phase induction type meters, up to and including twenty-five (25) amperes rated capacity of meter element, and manufactured prior to January 1st, 1907, shall be tested at least once every thirty (30) months. Meters of the same type and rating manufactured since January 1st, 1907, shall be tested at least once every thirty-six (36) months.
- (d) Two and three wire single phase induction type meters of over twenty-five (25) amperes rated capacity of meter element, shall be tested at least once every twenty-four (24) months.
- (e) Self contained polyphase meters up to and including fifty (50) k. w. rated capacity, shall be tested at least once every eighteen (18) months.
- (f) Self contained polyphase meters of over fifty (50) k. w. rated capacity, shall be tested at least once every twelve (12) months.
- (g) Polyphase meters connected through current transformers, or current and potential transformers, to circuits upto and including fifty (50) k. w. rated capacity, shall be tested at least once every twenty-four (24) months.
- (h) Polyphase meters connected through current transformers, or current and potential transformers, to circuits of over fifty (50) k. w. rated capacity, shall be tested at least once every eighteen (18) months.

Whenever the number of meters of any type which register in error beyond the limits specified in Rule XI, is deemed by the Commission to be excessive, then this type shall be tested with such additional frequency as the Commission may direct.

XVII. Meters in Service Without Test Records:

All watt-hour meters in service on and after July 1, 1914, for which there is no record of test within the time equal to the period of test for that class and rating of meter as specified in Rule XVI. shall be tested as soon thereafter as circumstances will permit. In no case shall the time subsequent to July 1, 1914, exceed the length of time of the period of test for meters of that class and rating as specified in Rule XVI.

XVIII. Request Tests:

Each utility shall upon the written request of a consumer, and if he so desires, in his presence or that of his authorized representative, make a test of the accuracy of his meter. When a consumer desires, either personally or by a representative, to witness the testing of a meter, he may require the seal of the meter to be broken only in his presence or that of his representative. If the meter so tested shall be found to be accurate within the limits specified in Rule XI, a fee determined from the schedule indicated below, shall be paid to the utility by the consumer requiring such test; but if not so found, then the cost thereof shall be borne by the utility furnishing the service. When making such request, the consumer shall agree to the basis of payment herein specified. A report of such test shall be made to the consumer, and a complete record of such test shall be kept on file as specified in Rule X.

Schedule of Fees For Testing Watt-Hour Meters.

- (a) For direct current and single phase meters operating on 600 volts or less, up to and including twenty-five (25) amperes rated capacity of the meter element, \$1.50
- (b) For each additional fifty. (50) amperes or fraction thereof, \$.50
- (c) For single phase meters above 600 volts, and for polyphase meters with or without instrument transformers, up to and including twenty-five (25) k. w. rated capacity of the circuit, \$2.50

- (d) For each additional twenty-five (25) k. w. rated capacity, or fraction thereof, \$2.50
 Rates for meters not included in the above classification, or so located that the cost is out of proportion to the fee specified, will be furnished by the Commission upon receipt of complete specifications.

XIX. Power Factor Adjustment:

All alternating current watt-hour meters which are provided with a power factor compensation, should be tested and adjusted for correct registration within two (2%) per cent. plus or minus, at one hundred (100%) per cent. power factor, and within four (4%) per cent. at zero or fifty (50%) per cent. power factor (lagging) before installation. All alternating current watt-hour meters in service which have not been so tested and adjusted before installation, and which are connected to circuits supplying other than non-inductive power factor, and at zero or fifty (50%) per cent. lagging power load, shall be tested for accuracy at one hundred (100%) per cent. factor. In all cases where it is not practicable to determine the error of the meter at these power factors, the utility shall have the option of installing an approved check meter, and determining the error as provided in the last paragraph of Rule XII.

XX. Place of Making Tests:

All tests provided for in Rules XIV, XVI and XVIII, and except those made previous to installation as provided for in Rule XIV, shall be made in the place of permanent location on the consumer's premises, with approved equipment and under local conditions.

XXI Watt-Hour Meter Tests Without Accessories:

In all cases where a service watt-hour meter is connected to the line through shunts, multipliers, or instrument transformers, the test may be made on the meter as a self contained unit, and the ratio of the accessories used to determine the error of the meter, provided that the certificates of the accessories bear a date within five years, and are satisfactory to the Commission.

XXII. Adjustment After Test:

All service watt-hour meters shall be so adjusted after test that the error of the meter as defined in Rule XII shall not exceed two (2%) per cent. Neither shall the error at light load exceed four (4%) per cent., nor the error at heavy load exceed two (2%) per cent.

XXIII. Change of Frequency:

If a utility shall change its standard of frequency, it shall give reasonable notice to all its consumers, and shall make tests and shall readjust all watt-hour meters as soon thereafter as practicable, and shall refund to the consumer all the excess charges which have been collected from him by reason of the change of frequency.

XXIV. Refund for Overcharge:

If a meter be found to be fast by more than four (4%) per cent., as defined in Rule XII at any test, an allowance or refund shall be made to the consumer by the utility, equal to all the excess charged the consumer, figured back from the date of test through the entire period of the current bill, unless it can be shown that the error is due to an accident or other cause, the exact time of which is known, in which case it shall be figured back to such time.

CIRCULAR NO. 11-A.

RULES AND REGULATIONS PERTAINING TO HEATING UTILITIES.

Note:—Nothing contained in these Rules shall be construed as relieving any Utility from the performance of any of its legal duties to the public. By Order of The Public Service Commission of the Commonwealth of Pennsylvania.

PART I.—GENERAL.

Definition:

The term "utility" as used in these rules includes all public service companies, corporations and persons, as defined in The Public Service Company Law, engaged in the production, sale or distribution of heat within the jurisdiction of the Commission.

I. Statutory:

"It shall be the duty of every public service company to furnish and maintain such service, including facilities, as shall in all respects be just, reasonably adequate, and practically sufficient for the accommodation and safety of its patrons, employees, and the public, and in conformity with such reasonable regulations or orders as may be made by the Commission."

II. Service Interruptions:

Each utility shall keep a record of all interruptions to service on the entire system or any portion thereof, belonging to the utility, which record shall contain the time, cause, extent and duration of the interruption, and shall be kept as specified in Rule VI.

III. Complaint Record:

Each utility shall keep a record of all written complaints received from its consumers in regard to service, which record shall show the name and address of the complainant, the date and nature of the complaint, the action taken, and the date of final disposition of the matter. This record shall be kept as specified in Rule VI.

IV. Inspection of Equipment:

Each utility shall inspect its equipment and facilities, in accordance with good practice, and in a manner satisfactory to the Commission, and shall maintain a complete record of all such inspections and tests as specified in Rule VI.

V. Accidents:

Each utility shall keep a record of and shall furnish to the Investigator of Accidents for the Commission, in accordance with the rules of the Commission, reports of any and all accidents happening in or about or in connection with the operation of its property, facilities or service, wherein any person shall have been killed or injured, or property damaged or destroyed, with a full statement as far as possible of the causes of such accidents, and the precautions, if any, taken as prevention against future accidents of similar character.

VI. Records and Reports:

All records required by these Rules shall be kept within the State, at any office or offices of the utility located in the territory served by it, and shall be open for examination by the Commission or its representative. Each utility shall notify the Commission of the office or offices at which the various classes of records are kept, and shall file with the Commission such reports as the Commission may from time to time require.

PART II.—METERS.

VII. Allowable Error:

No condensation meter or hot water meter shall be placed in service nor allowed to remain in service, which has an error in regis-

tration of more than four (4%) per cent. when the water at its average temperature and standard test rate of flow is passing through the meter.

VIII. Periodic Tests:

No utility furnishing metered heating service shall allow a condensation meter to remain in service for a period longer than two years, or hot water meter to remain in service for a period longer than four years, without checking it for accuracy and readjusting it if found to be incorrect beyond the limits established by Rule VII.

IX. Meter Test Records:

Whenever a heating service meter is tested, the original test record shall be kept as specified in Rule VI. This record shall indicate the information necessary for identifying the meter, the reason for making the test, the reading of the meter before being disturbed, and the accuracy of the meter, together with all data taken at the time of the test. This record must be sufficiently complete to permit the convenient checking of the methods employed and the calculations made. A record shall also be kept, preferably numerically arranged, indicating date of meter purchase, when purchased after July 1st, 1914, name of manufacturer, its size, its identification, its various places of installation, with dates of installation and removal, and the dates and general results of all tests.

X. Installation of Meters:

Each heating service meter installed after July 1st, 1914, shall have been tested for accuracy by the utility within one year previous to its installation. It shall also be inspected by the utility for proper connections, mechanical conditions, and suitability of location within sixty (60) days after installation.

XI. Facilities for Testing:

Each utility shall provide and maintain suitable and adequate facilities for testing its heating service meters, in each case to be satisfactory to and approved by the Commission. Each utility shall own a complete meter testing equipment of a form approved by the Commission. The accuracy of this testing equipment shall be established from time to time by a representative of the Commission at a place to be designated by it. After January 1, 1915, tests made with uncertified equipment will not be deemed authoritative.

XII. Meters in Service without Test Records:

All condensation meters in service on and after July 1st, 1914, for which there is no record of test within two years, must be tested as soon thereafter as circumstances will permit, and in all cases within twelve months from July 1st, 1914. All hot water meters in service on and after July 1st, 1914, for which there is no record of test within four years, shall be tested as soon thereafter as circumstances will permit, and in all cases within twelve months from July 1st, 1914.

XIII. Request Tests:

Each utility shall upon the written request of a consumer, and if he so desires, in his presence or that of his authorized representative, make a test of the accuracy of his meter. When a consumer desires, either personally or through a representative, to witness the testing of a meter, he may require the meter to be sealed in his presence before removal, which seal shall not be broken until the test is made in his presence. If the meter so tested shall be found to be accurate within the limits specified in Rule VII, a fee determined from the schedule indicated below shall be paid to the utility by the consumer requiring such test; but if not so found, then the cost thereof shall be borne by the utility furnishing the service. When making such request the consumer shall agree to the basis of payment herein specified. A report of such test shall be made to the consumer, and a complete record of such test shall be kept as specified in Rule VI. The amount of the fees shall be two dollars for each heating service meter having an outlet not exceeding one inch for hot water meters and an inlet not exceeding one inch for condensation meters; for other hot water meters having an outlet not exceeding two inches, the test fee shall be five dollars per meter. Rates for meters not included in the above classification, or which are so located that the cost is out of proportion to the fee specified will be furnished by the Commission upon receipt of complete specifications.

XIV. Refunds:

If a meter be found to be fast at any test by more than four (4%) per cent., an allowance or refund shall be made to the consumer by the utility, equal to all the excess charged the consumer, figured back from the date of test through the entire period of the current bill, unless it can be shown that the error is due to an accident or other cause, the exact date of which can be determined, in which case it shall be figured back to such time.

CIRCULAR NO. 12-A.

RULES AND REGULATIONS PERTAINING TO WATER UTILITIES.

Note:—Nothing contained in these Rules shall be construed as relieving any Utility from the performance of any of its legal duties to the public. By Order of The Public Service Commission of the Commonwealth of Pennsylvania.

PART I.—GENERAL.

Definition:

The term "utility" as used in these rules includes all public service companies, corporations and persons, as defined in The Public Service Company Law, engaged in the sale or distribution of water within the jurisdiction of the Commission.

I. Statutory:

"It shall be the duty of every public service company to furnish and maintain such service, including facilities, as shall in all respects be just, reasonably adequate, and practically sufficient for the accommodation and safety of its patrons, employees, and the public, and in conformity with such reasonable regulations or orders as may be made by the Commission."

II. Service Interruptions:

Each utility shall keep a record of all interruptions to service on the entire system or any portion thereof, belonging to the utility, which record shall contain the time, cause, extent and duration of the interruption, and shall be kept as specified in Rule VI.

III. Complaint Record:

Each utility shall keep a record of all written complaints received from its consumers in regard to service, which record shall show the name and address of the complainant, the date and nature of the complaint, the action taken and the date of final disposition of the matter. These records shall be kept as specified in Rule VI.

IV. Inspection of Equipment:

Each utility shall inspect its equipment and facilities, in accordance with good practice, and in a manner satisfactory to the Commission, and shall keep a complete record of all such inspections and tests as specified in Rule VI.

V. *Accidents:*

Each utility shall keep a record of and shall furnish to the Investigator of Accidents for the Commission, in accordance with the rules of the Commission, reports of any and all accidents happening in or about or in connection with the operation of its property, facilities or service, wherein any person shall have been killed or injured, or property damaged or destroyed, with a full statement as far as possible of the causes of such accidents, and the precautions, if any, taken as prevention against future accidents of similar character.

VI. *Records and Reports:*

All records required by these Rules shall be kept within the State, at an office or offices of the utility located in the territory served by it, and shall be open for examination by the Commission or its representative. Each utility shall notify the Commission of the office or offices at which the various classes of records are kept, and shall file with the Commission such reports as the Commission may from time to time require.

PART II.—METERS.

VII. *Allowable Error:*

No water meter shall be placed in service nor allowed to remain in service, which has an error in registration of more than four (4%) per cent. when water is passing through it at approximately the following rates of flow:

$\frac{5}{8}$ inch meter,	6 gallons per minute;
$\frac{3}{4}$ inch meter,	10 gallons per minute;
1 inch meter,	20 gallons per minute;
$1\frac{1}{2}$ inch meter,	30 gallons per minute;
2 inch meter,	50 gallons per minute;
3 inch meter,	90 gallons per minute;
4 inch meter,	180 gallons per minute;
6 inch meter,	300 gallons per minute.

VIII. *Periodic Tests:*

No utility furnishing metered water service shall allow a water meter to remain in service for a period longer than, or for a registration greater than, that specified in the following table, without checking it for accuracy, and readjusting it if found to be incorrect beyond the limits established in Rule VII.

- $\frac{5}{8}$ inch meter, 10 years or 100,000 cubic feet;
- $\frac{3}{4}$ inch meter, 8 years or 150,000 cubic feet;
- 1 inch meter, 6 years or 300,000 cubic feet.

All meters above 1 inch, 4 years.

IX. Meter Test Records:

Whenever a water service meter is tested, the original test record shall be kept as specified in Rule VI, indicating the information necessary for identifying the meter, the reason for making the test, the reading of the meter before being disturbed, and the accuracy of the meter, together with all data taken at the time of the test. This record must be sufficiently complete to permit the convenient checking of the methods employed and the calculations made. A record shall also be kept, preferably numerically arranged, indicating date of meter purchase, when purchased after July 1st, 1914, name of manufacturer, its size, its identification, its various places of installation with dates of installation and removal, and the dates and general results of all tests.

A. Installation of Meters:

Each water service meter installed after July 1st, 1914, shall have been tested for accuracy by the utility within one year previous to its installation. It shall also be inspected by the utility for proper connections, mechanical condition, and suitability of location within sixty (60) days after installation.

XI. Facilities for Testing:

Each utility shall provide and maintain suitable and adequate facilities for testing its water service meters, in each case to be satisfactory to and approved by the Commission. Each utility shall own a complete testing equipment of a form approved by the Commission. The accuracy of the testing equipment will be established from time to time by a representative of the Commission at a place to be designated by it. After January 1, 1915, tests made with uncertified equipment shall not be deemed authoritative.

XII. Meters in Service without Test Records:

All water meters in service on or after July 1st, 1914, for which there is no record of test within five years, must be tested as soon thereafter as circumstances will permit, and in all cases within two years from July 1st, 1914.

XIII. Request Tests:

Each utility shall upon the written request of a consumer, and if he so desires, in his presence or that of his authorized representative, make a test of the accuracy of his meter. When a consumer desires, either personally or through a representative, to witness the testing of a meter, he may require the meter to be sealed in his presence before removal, which seal shall not be broken until the test is made in his presence. If the meter so tested shall be found to be accurate within the limits herein specified, a fee determined from the schedule indicated below, shall be paid to the utility by the consumer requiring such test; but if not so found, then the cost thereof shall be borne by the utility furnishing the service. When making such request the consumer shall agree to the basis of payment herein specified. A report of such test shall be made to the consumer, and a complete record of such test shall be kept as specified in Rule VI. The amount of the fees shall be two dollars for each water service meter having an outlet not exceeding one inch; for other water service meters having an outlet not exceeding two inches, the test fee shall be five dollars per meter.

Rates for testing meters not included in the above classification, or which are so located that the cost is out of proportion to the fee specified, will be furnished by the Commission upon receipt of complete specifications.

XIV. Refunds:

If a meter be found to be fast at any test by more than four (4%) per cent., an allowance or refund shall be made to the consumer by the utility, equal to all the excess charged the consumer, **figured back** from the date of test through the entire period of the current bill, unless it can be shown that the error is due to an accident or other cause, the exact date of which can be determined, in which case it shall be **figured back to such time.**

ADMINISTRATIVE RULING NO. 1.

In the Matter of

1st—THE GRANTING OF FREE PASSES BY RAILROAD COMPANIES TO THEIR OFFICERS AND EMPLOYEES TO BE USED FOR THE TRANSPORTATION OF DEPENDENT MEMBERS OF THE FAMILIES OF SUCH OFFICERS AND EMPLOYEES; and

2nd—THE GRANTING OF FREE TRANSPORTATION BY RAILROAD AND STREET RAILWAY COMPANIES TO POLICEMEN AND FIREMEN IN THE PERFORMANCE OF THEIR PUBLIC DUTIES.

Decided February 5th, 1914.

By the Commission:

Numerous requests have been presented to the Commission by railroad and street railway companies and other persons interested, for an administrative ruling upon the questions—

1st—Whether or not the issuance of free passes to officers and employees of railroad companies to be used for the transportation of dependent members of the families of such officers and employees; and

2nd—Whether or not the according of free transportation by common carriers to policemen and firemen in the discharge of their public duties.

are violations of the Act of July 26th, 1913, known as "The Public Service Company Law."

A public hearing in this matter was held by the Commission at Harrisburg, on the 20th day of January, 1914, at which railroad and railway companies and other appeared and were heard, and all persons interested were given an opportunity to be heard. In this case the Commission has concluded to rule administratively upon the questions presented.

1. After careful consideration the Commission is of the opinion that the spirit and true intent and meaning of the provisions of The Public Service Company Law of July 26th, 1913, are not such as to require the Commission to regard as a violation of the law the practice of railroad companies of issuing free passes to their officers and employees to be used for the transportation of dependent members of the families of such officers and employees, which practice has had the sanction of custom since the adoption of the Pass Provision of the Constitution of 1874, and the Act of June 15th, 1874, passed to carry that provision of the Constitution into effect.

It is therefore ruled that the granting without unfair discrimination by railroad companies of free passes to their officers and employees, to be used for the transportation of dependent members of the families of such officers and employees, will not be regarded by the Commission as a violation of the provisions of the law.

2. The Commission is further of the opinion that free transportation, without unfair discrimination, by common carriers, on behalf of the Commonwealth, or on behalf of any municipality thereof, of policemen in the performance of their public duties, and similarly, that free transportation, without unfair discrimination, by common carriers, on behalf of any such municipality, of firemen in the performance of their public duties, is not such free transportation as is prohibited by the provisions of The Public Service Company Law, and will not be regarded by the Commission as a violation thereof.

ADMINISTRATIVE RULING NO. 2.

In the Matter of

THE GRANTING OF FREE TRANSPORTATION, OR TRANSPORTATION
AT REDUCED RATES TO MINISTERS OF RELIGION.

Decided March 18, 1914.

FREE AND REDUCED RATES TO CLERGY.

By the Commission:

At the public hearing held by the Commission on January 20, 1914, at Harrisburg, reasons were presented by ministers of religion for an administrative ruling by the Commission, that common carriers might accord such ministers the privilege of free transportation or reduced rate transportation, between points within the boundaries of the State of Pennsylvania.

Common carriers may lawfully transport ministers of religion between the States, free or at reduced rates, but this is expressly warranted by the provision of the Federal Interstate Commerce Act, as amended, by way of express exception to the anti-discrimination clause of that Act of Congress.

Transportation of Passengers wholly between points in Pennsylvania is governed by the provisions of the law of this State.

The Constitution of Pennsylvania contains an explicit provision prohibiting the common carriers from granting free passes or passes at a discount to any person other than those within the meaning of the exception therein expressed, and the Constitution further enjoins upon the Legislature the duty to carry such prohibition into effect by means of appropriate legislation.

In the Act of July 26th, 1913, known as The Public Service Company Law and defining the powers and duties of public service companies of various kinds, including common carriers, and providing for the regulation of such public service companies, it is by Section 8 of Article III, made unlawful for any common carrier *inter alia* "to charge, demand, collect or receive, directly or indirectly, by any special rate, rebate, drawback, abatement, or other device whatsoever, from any person or corporation, for any service rendered or to be rendered, a grater or less compensation or sum than it shall demand, charge, collect, or receive from any other person or corporation for a like and contemporaneous service under substantially similar circumstances and conditions." Carriers are likewise prohibited from making or giving "any undue or unreasonable preference or advantage in favor of or to any person or corporation or any locality, or any particular kind or description of traffic or service in any respect whatsoever, etc."

It may be and probably is true in many instances, more especially in the country districts of the States, that the monetary reward received by clergymen for their services is inadequate to enable them to meet their necessary expenses and transportation fare. The Commission has also given due consideration to the force of the argument that ministers of religion are carrying on work of great public benefit, but we are unable to differentiate between ministers and other classes of the community to such an extent as would justify a discrimination in rates upon that ground. It is not improbable that under the requirement that ministers pay the same fare as other passengers for a like service, their pecuniary compensation will in the long run rise to a proper level of adjustment.

It is therefore the opinion of the Commission, after careful consideration, that the according to ministers of religion of free intrastate transportation, or such transportation at reduced rates is discriminatory and illegal under Sections 8 and 9 of Article III of The Public Service Company Law, and that the Commission is without warrant to otherwise regard it, under the present public policy of this State as fixed by law, and the Commission has concluded so to rule administratively in this case.

It may be that should application be made to the Legislature at the next or some subsequent session, means may be found by that body to afford the relief desired by the applicants.

TARIFF CIRCULAR NO. 1.

IN THE MATTER OF ISSUING POWER OF ATTORNEY AND CONCURRENCES IN JOINT TARIFFS OF COMMON CARRIERS AND EXPRESS COMPANIES.

The Public Service Company Law, approved July 26th, 1913, Article II, Section 1, (e) provides that tariffs or schedules of joint rates or fares need only be filed with the Commission by one of the companies—or its agents—and the other company or companies, with the consent and the approval of the Commission, need only file such evidence of concurrence therein or acceptance thereof as may be required by the Commission.

The following rules and regulations will govern the issuing of such concurrence, and power of attorney:

Rule 1. The forms below prescribed must be on paper 8 by 10½ inches. The original and one copy must be filed with the Commission and a copy furnished to the carrier or agent in whose favor the instrument is issued.

Rule 2. Such forms may either be printed or neatly typewritten.

Rule 3. The following serial designations must invariably be used:

FOR POWER OF ATTORNEY:

Pa. E 1 No. (for express tariffs)

or

Pa. F 1 No. (for freight tariffs)

or

Pa. P 1 No. (for passenger tariffs)

FOR CONCURRENCES:

Pa. E 2 No. (for express tariffs)

or

Pa. F 2 No. (for freight tariffs)

or

Pa. P 2 No. (for passenger tariffs)

Rule 4. The granting of authority to issue tariffs, under power of attorney or concurrence, does not relieve the carrier or express company, conferring the authority, from the necessity of complying with the Public Service Company Law with respect to posting tariffs.

Tariffs issued under such authority must be posted by the carrier or express company conferring such authority.

Rule 5. A concurrence may be revoked by filing with the Commission notice of revocation, in duplicate, and serving copy thereof upon the carrier or express company, to whom such concurrence was given, at least sixty (60) days in advance of the effective date shown on notice of revocation. Corresponding revision of tariff or tariffs shall be made in the next supplement to or reissue thereof, and if necessary, supplement or reissue shall be made for the sole purpose of making such change lawfully effective on statutory notice upon the effective date stated in the notice of revocation.

SPECIAL CONCURRENCE.

Rule 6. The following form must be used only in concurrence in rates or fares contained in tariffs filed with the Commission on or before July 1, 1914. Separate concurrence must be given for freight tariffs and passenger tariffs, and must apply to all the rates or fares contained in the tariffs of the carrier or express company to whom the concurrence is given (all tariffs intended to be covered being included in the concurrence as hereinafter required) and must not be modified except that the concurrence in freight tariffs may exclude coal and coke rates, for which separate concurrence may be given.

This form must be designated as "Special Concurrence" and must bear serial designation as provided in Rule 3 for concurrences.

Tariffs concurred in by means of this "Special Concurrence" need not be supplemented for the purpose of referring to the "Special Concurrence."

This form is designed to apply to all supplements including such as are issued after July 1st, 1914, but to make it thus operate, carrier or express company must file with the "Special Concurrence" a list of the tariffs, arranged numerically, intended to be covered thereby, placing on the list only the tariffs of the carrier or express company to whom the concurrence is given.

..... ((Name of issuing carrier.)191

SPECIAL CONCURRENCE:

- Pa. E 2 No. (for express tariffs)
- or
- Pa. F 2 No. (for freight tariffs)
- or
- Pa. P 2 No. (for passenger tariffs)

To THE PUBLIC SERVICE COMMISSION
OF THE COMMONWEALTH OF PENNSYLVANIA,
Harrisburg, Pa.

THIS IS TO CERTIFY, That.....assents
(Insert name of carrier or express company.)

to and concurs in the.....tariffs and rate
schedules and supplements thereto stated on the shets attached hereto and made
part hereof which the.....
(Insert name of carrier or express company.)

or its agent has, prior to July 1st, 1914, filed with the Public Service Commission
of the Commonwealth of Pennsylvania and which have not been cancelled and in
which this company is shown as a participating carrier, and hereby makes itself
a party to and bound thereby in so far as such schedule contains rates applying
upon.....via its line and to
(Here insert character of traffic.)

but not from points thereon; and this authority will continue as to any suppelment
to such schedule issued on and after July 1st, 1914, but not to the re-issues of
such schedules.

.....
(Insert name of carrier or express company.)
.....
(Name of officer.)
.....
(Title of officer.)

POWER OF ATTORNEY FOR PUBLICATION OF TARIFFS.

Rule 7. The following form will be used as POWER OF ATTORNEY by the issuing carrier or express company in giving authority to *an individual* but not to another carrier or express company *to file for the issuing carrier tariffs or schedules as described.*

Such authority must not be given to an association or bureau, and it shall not contain authority to delegate to another the power to be conferred.

If two or more carriers or express companies execute this form containing the words "for 'if jointly with other carriers" in favor of a joint agent it will not be necessary for those carriers to exchange concurrences *with each other* as to the joint tariffs issued by that joint agent under such authority.

The same serial designation will be used as is provided in Rule 3.

.....
(Name of carrier or express company in full.)

Date.....191....

Pa. E 1 No. (for express tariffs)
or

Pa. F 1 No. (for freight tariffs)
or

Pa. P 1 No. (for passenger tariffs)

KNOW ALL MEN BY THESE PRESENTS:

That the (Name of carrier or Express Company) has made, constituted and appointed, and by these presents does make, constitute, and appoin (Name of person appointed) its true and lawful attorney and agent for the said company and in its name, place, and stead (for it alone) and (for it jointly with other carriers), *to file tariffs, classifications and exception sheets and supplements thereto*, as required of common carriers by the Public Service Company Law and by regulations established by the Public Service Commission of the Commonwealth of Pennsylvania thereunder for the period of time, the traffic and the territory now herein named:

.....
.....
.....

And the said (Name of Carrier or Express Company) does hereby give and grant unto its said attorney and agent full power and authority to do and perform all and every act and thing above specified as fully to all intent sand purposes as if the same were done and performed by the said Company, hereby ratifying and confirming all that its said agent and attorney may lawfully do by virtue hereof, and assuming full responsibility for the acts and neglects of its said attorney and agent hereunder.

IN WITNESS WHEREOF the said company has caused these presents to be signed in its name by its..... president and to be duly attested under its corporate seal by its secretary, at....., in the State of....., on this..... day of, in the year of our Lord nineteen hundred and

The (Name of carrier)

By

ItsPresident.

Attest:

.....
(Corporate Seal) Secretary.

POWER OF ATTORNEY FOR CONCURRENCES.

Rule 8. The following form will be used as POWER OF ATTORNEY to be given by common carriers or express companies to another common carrier or express company *to give and accept concurrences*.
Common carriers or express companies may confer upon other carriers or express companies the authority to give and accept *concurrences for their account by* the use of the following form:

.....
(Name of carrier or express company in full.)

Date.....191....

Pa. E 1 No. (for express tariffs)
or
Pa. F 1 No. (for freight tariffs)
or
Pa. P 1 No. (for passenger tariffs)

KNOW ALL MEN BY THESE PRESENTS:

That the (Name of carrier or express company) has made, constituted and appointed and by these presents does make, constitute and appoint (Name of carrier or express company) its true and lawful attorney and agent for the said company and in its name, place and stead to give *and accept concurrences* in tariffs or schedules as required of common carriers (or express companies) by the Public Service Company Law and by regulations established by the Public Service Commission of the Commonwealth of Pennsylvania thereunder for the period of time, the traffic and the territory now herein named:

.....
.....
.....

And the said (Name of Carrier or Express Company) does hereby give and grant unto its said attorney and agent full power and authority to do and perform all and every act and thing above specified as fully to all intent sand purposes as if the same were done and performed by the said Company, hereby ratifying and confirming all that its said agent and attorney may lawfully do by virtue hereof, and assuming full responsibility for the acts and neglects of its said attorney and agent hereunder.

IN WITNESS WHEREOF the said company has caused these presents to be signed in its name by its..... president and to be duly attested under its corporate seal by its secretary, at....., in the State of....., on this..... day of, in the year of our Lord nineteen hundred and

The (Name of carrier)

By

ItsPresident.

Attest:

.....
Secretary.

(Corporate Seal)

CONTINUING CONCURRENCE.

Rule 9. The following form will be used in concurring in rate or fare schedules published by common carriers, express companies or their duly appointed agents published and filed with the Commission on and subsequent to July 1st, 1914.

.....
(Name of carrier or express company in full.)

Date.....191....

Pa. E 2 No. (for express tariffs)

or

Pa. F 2 No. (for freight tariffs)

or

Pa. P 2 No. (for passenger tariffs)

TO THE PUBLIC SERVICE COMMISSION
OF THE COMMONWEALTH OF PENNSYLVANIA,
Harrisburg, Pa.

THIS IS TO CERTIFY that (Name of carrier or express company) assents to and concurs in the publication and filing of any (Express, Freight or Passenger) rate (or fare) schedule or supplements thereto which the (Name of carrier or express company) or its agent may make and file, and in which this company is shown as a participating carrier (or express company) and hereby makes itself a party to and bound thereby insofar as such schedule or supplements thereto contain rates (or fares) as described below:

.....
.....
.....

until this authority is revoked by formal and official notice of revocation placed in the hands of the Public Service Commission of the Commonwealth of Pennsylvania and of the carrier (or express company) to which this concurrence is given.

.....
(Name of carrier or express company.)

By

(Name of officer.)

.....
(Title of officer.)

TARIFF CIRCULAR NO. 2.

In the Matter of Establishing Rates and Fares of Newly Constructed Lines.

On newly constructed lines of road, including branches and extensions of existing roads, local rates and fares, and also joint rates and fares, may be established in the first instance to and from points on such new lines by posting tariffs, or supplements to tariffs, of such rate or fares issued by the carrier owning or operating such newly constructed lines or by joint agent acting for it under power of attorney, and filing the same with the Commission one day in advance of effective date. Such tariffs or supplements must bear notation that they apply to or from points on newly constructed lines to or from which no rates or fares from same points of origin or to same points of destination have applied by giving reference to this rule, immediately below the effective date, as follows:

"Issued under authority of Tariff Circular No. 2 of The Public Service Commission of the Commonwealth of Pennsylvania of June 17, 1914."

Tariffs or supplements to tariffs issued by other carriers establishing rates to or from or via. such newly constructed line may be issued only upon statutory notice or special permission for shorter time. It will be the Commission's policy to grant such reasonable permissions as are necessary to give carriers and shippers fullest efficiency of such new lines.



O

MINUTE ON DEATH OF HON. NATHANIEL EWING.



MINUTE ADOPTED BY THE PUBLIC SERVICE COMMISSION
OF THE COMMONWEALTH OF PENNSYLVANIA UPON THE
DEATH OF ITS CHAIRMAN, HONORABLE NATHANIEL
EWING, MARCH 28TH, 1914.

The earthly career of the Honorable Nathaniel Ewing, Chairman of the Pennsylvania State Railroad Commission, and later Chairman of The Public Service Commission of this State, is ended.

Intelligent and wise, with great power of analysis and clarity of thought, having had the advantage of long previous judicial training, he came to the performance of these important duties thoroughly fitted, equipped and prepared.

Whatever of benefit may come to the people of the Commonwealth through the exercise of the powers vested in these Commissions will be due in large measure to the fact that he supervised their organization, systematized their labors and directed their course.

Absolutely upright, his conduct through life was an example which all men might well endeavor to follow. Modest, affable and cultivated in manner, companionship with him was an inspiration.

The members of The Public Service Commission left to carry all of the tasks which he began sadly regret that they have been deprived of a great source of strength and deplore the ending of an association which was altogether agreeable and in every way helpful.



P

RULES OF PRACTICE OF PROCEDURE BEFORE
THE COMMISSION.



RULES OF PRACTICE AND PROCEDURE

THE PUBLIC SERVICE COMMISSION
OF THE
COMMONWEALTH OF PENNSYLVANIA

ADOPTED DECEMBER 2, 1913, REVISED AUGUST 5, 1914.

RULE 1.**Principal Office.**

The principal office of the Commission shall be in the Capitol Building in the City of Harrisburg, and shall be open for business between the hours of 9 A. M. and 5 P. M. every day, legal holidays and Sundays excepted.

RULE 2.**Sessions and Meetings of Commission.**

The stated meetings of the Commission will be held in the office of the Commission in the Capitol, in the City of Harrisburg, on the *first* and the *third Tuesday* of every month, holidays excepted.

Sessions and meetings of the Commission may be held at any time and at any place in the Commonwealth, whenever, in the judgment of the Commission the public necessity or convenience may require.

RULE 3.**Information.**

The Secretary of the Commission will, upon request, advise as to the form of complaint, petition, answer or other documents necessary to be filed in any proceeding before the Commission, and furnish such other information to the public and to public service companies as may, from time to time, be directed by the Commission.

RULE 4.

Miscellaneous.

(a) All complaints and all petitions and answers in any proceeding or applications in relation thereto, and all letters and telegrams, or other communications, to the Commission, must be addressed "The Public Service Commission of the Commonwealth of Pennsylvania," at Harrisburg, Pennsylvania, unless otherwise specially directed.

(b) The Secretary shall assign to each formal proceeding a year and number, which the parties shall, before filing, place on all subsequent papers in such proceeding.

(c) Any party to a proceeding may appear before the Commission and be heard in person or by attorney.

RULE 5.

Complaints.

No particular form of complaint is required, except that, as provided in the Public Service Company Law, it must be by petition, in writing, duly verified by the affidavit of the complainant, and shall contain a concise statement of all the material facts upon which the complaint is founded.

Said complaint must also set forth the name and post office address of the public service company complained against, the full name and post office address of the complainant, with the full name and address of the attorney or counsel, if any, of such complainant.

If a violation of any statute, or of a ruling or order of the Commission, is complained of, attention should be called to the section of the statute or the particular ruling or order of the Commission.

At the time of the filing of any complaint, or of any petition, application or other communication, invoking the jurisdiction of the Commission, there shall be filed with the original, three copies thereof.

A copy of the complaint will be forwarded by the Commission to each of the public service companies complained of, by registered mail, accompanied by a notice from the Commission, calling upon the public service company or companies complained of to satisfy the complaint, or to answer the same in writing, within fifteen days, or within such other time, greater or less than fifteen days, as in the judgment of the Commission, the circumstances of the case may require.

All papers filed with the Commission shall be written on one side of the sheet only.

The Secretary of the Commission will furnish blank forms of complaint upon written request.

RULE 6.**Satisfaction of Complaint and Answer.**

The public service company or companies complained of shall satisfy the complaint, or make answer thereto, within the time specified in said notice to satisfy or answer as specified in Rule 5. If the complaint is satisfied, both the complainant and the respondent shall notify the Commission thereof promptly, and give the manner or terms of such satisfaction.

In such event the Commission may dismiss the complaint and make a record thereof and no further action need be taken.

RULE 7.**Answers.**

The original answer of the public service company or companies complained of must be verified by affidavit and filed with the Commission, and must specifically admit or deny the material allegations of the complaint. If any or all of the allegations of the complaint are denied, the answer must set forth the facts as they are claimed to be by the party answering.

Three copies of said answer shall be filed with the original, and one copy shall be served by the respondent on the adverse party or parties personally or by registered mail, and due proof of such service shall be filed with the Commission immediately upon the service being made.

RULE 8.**Hearings upon Complaint.**

If satisfaction of the complaint be not made, as aforesaid, then after the expiration of the time allowed for answer, and whether the answer has been filed or not, the Commission will determine, from a consideration of the complaint and answer, or otherwise, whether reasonable ground exists for investigating said complaint, and if, in the judgment of the Commission, such reasonable ground exists, then it shall fix a time and place for a hearing and investigate the matter complained of.

Where an answer has been filed and served, as provided in Rule 7, the complainant shall notify the Commission, in writing, whether or not, after considering such answer, the complainant desires a hearing. If said notification is not received by the Commission within five days after the service of the answer upon him, the complaint will be dismissed, unless otherwise directed by the Commission, in any particular case.

Notice of the time and place of such hearing shall be given to the complainant and to the public service company or companies complained against, by registered mail, and the proceedings there-

after will be in accordance with these rules and as the Commission shall from time to time direct.

The cost of, or in connection with, any hearing had upon any complaint, found by the Commission to be without reasonable foundation and made improvidently or from improper motives, will be placed upon the complainant.

RULE 9.

Practice on Hearings.

The complainant must, in all cases, establish the facts alleged to constitute a violation of the law, unless the respondent admits the same, or fails to answer the complaint, except that where the complaint alleges the violation of a lawful determination, ruling or order of the Commission, the burden of proof shall be upon the public service company complained of to show that such determination, ruling or order has been complied with and the burden of proof shall rest upon the respondent to show that any proposed increased rate is just and reasonable, upon proceedings instituted by complaint, or upon the Commission's own motion, (as provided in Article V, Section 4, of The Public Service Company Law). The respondent must also give evidence of the facts alleged in the answer unless admitted by the complainant, and must fully disclose its defense at the hearing.

Witnesses will be examined orally before the Commission, unless the facts be agreed upon in writing. The testimony will be taken down by the stenographer, and a full and complete record kept of all such proceedings before the Commission or any Commissioner. In case of failure to answer, or to serve notice in nature of demurrer hereafter mentioned, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such finding, determination and order thereon as the circumstances of the case appear to require.

RULE 10.

Notice in Nature of Demurrer.

Any public service company or companies complained against, deeming the complaint insufficient to show a breach of legal duty, or desiring to set up the absence of power or authority in the Commission to determine such complaint, may, instead of answering, serve on the complainant and file with the Commission, its claim of insufficiency, or absence of such power or authority, and for the purpose of disposing of the questions of law thereby raised, the facts stated in the complaint will be deemed to be admitted.

Thereupon the Commission may fix a time and place of hearing of argument on the questions of law involved, and will determine the

same, and notify the parties of such decision, and whether the respondent will be required to file an answer, or whether any other action is deemed proper or necessary.

Said notice, in the nature of demurrer, must be filed and served by the respondent within fifteen days of the service of the complaint.

RULE 11.

Investigation by Commission on its own Motion.

The Commission may, at any time, of its own motion, make investigations and order hearings as to any act or thing done, or omitted to be done, by any public service company which to the Commission seems to be in violation of any provision of law, or of any order or rule of the Commission.

RULE 12.

Finding, Determination or Order.

After hearing by the Commission, a written finding, determination or order shall be made by it, either dismissing the complaint or directing the public service company or companies complained of to satisfy the cause of complaint, in the manner specified by the Commission and authorized by law.

The Commission shall likewise make and file a written finding, determination or order in all hearings or investigations instituted on its own motion.

Such final determination or order shall be filed of record by the Commission and a copy thereof served on the parties entitled thereto, as required by law.

RULE 13.

Re-Hearings and Modification or Rescission of Findings, Determinations or Orders.

Applications for re-hearings shall be by petition, verified by affidavit, which must be filed within fifteen days after the service of the order of the Commission, or within fifteen days after the delivery, by registered mail, of the notice of the finding or determination of the Commission.

Said petitions for re-hearings shall state specifically the grounds upon which the application is based. If the application is to re-open the case for further evidence, the nature and purpose of the evidence and the reason why it was not adduced on the original hearing must be stated, and the same must not be cumulative merely. If the application alleges error in findings of fact or conclusions of law, the alleged error must be particularly stated, with the specific grounds for the allegation of error.

When any finding, determination or order of the Commission is sought to be rescinded, changed or modified, by reason of facts and

circumstances arising subsequent to the hearing, or to the order, or by reason of consequences resulting from compliance with such finding, order or requirement, which are claimed to justify or entitle a rescission, change or modification thereof, the application therefor shall be by petition, which shall fully set forth such facts, circumstances or consequences relied upon, and such petitions shall conform to the requirements hereinafter stated, in Rule 23, as applicable to all petitions filed with the Commission.

Notice of such petition for a re-hearing or for the modification or rescission of any finding, determination or order shall be served by the petitioner on each party to the proceeding before the Commission, by mailing, by registered mail, to said party a copy of said petition and proof of such service shall be filed with the Commission, after which the Commission will fix a time and place of hearing, of which notice will be given by the Commission to each party to the record, by registered mail.

RULE 14.

Amendments.

Amendments to any complaint, petition, answer or other paper filed in any proceeding or investigation may be allowed by the Commission, in its discretion.

RULE 15.

Adjournments and Extensions of Time.

Adjournments and extensions of time may, in the discretion of the Commission, be granted upon the application of any party. Applications for extension of time of hearing shall be accompanied by an affidavit showing a necessity therefor.

RULE 16.

Stipulations.

The parties to any hearing, investigation or other proceeding before the Commission, may, by stipulation, in writing, filed with the Commission, agree upon the facts, or any of the facts involved therein, which stipulation shall be regarded and used as evidence at such hearing, investigation or other proceeding. It is desirable that the facts be thus agreed upon whenever practicable. The Commission may, nevertheless, require such additional evidence or information as it may deem necessary, and as may be authorized by law.

RULE 17.**Dismissal for Failure to Prosecute Complaint.**

Whenever the complainant in any case refuses or neglects to furnish the Commission with additional information, or to perform any act regarded by the Commission as necessary or desirable for the proper and further elucidation, investigation or prosecution of the case, for a period of fifteen days after being requested so to do, the Commission may forthwith dismiss the case, unless in its opinion it is of sufficient public interest and concern to demand its further prosecution and determination, in which event subsequent proceedings may be conducted as if the case had been instituted by the Commission.

RULE 18.**Subpoenas.**

All subpoenas issued by the Commission shall be under the seal of the Commission, signed by a Commissioner or the Secretary of the Commission.

RULE 19.**Depositions.**

The testimony of any aged, infirm, going or non-resident witness may be taken by deposition at the instance of a party to any proceeding or investigation before the Commission. The Commission may order the testimony of any such witness to be taken by deposition in any proceeding or investigation pending before it, at any stage of such proceeding or investigation. Such deposition may be taken before any Notary Public, or any other person authorized to administer an oath, as provided by the laws of this Commonwealth, not being counsel or attorney to any of the parties, or otherwise interested in the proceeding or investigation. The same notice of taking depositions that is required by the Pennsylvania Equity Rules in taking depositions in civil cases must be given, in writing, by the party or his attorney proposing to take such deposition, to the opposite party or attorney of record, which notice shall state the name of the witness, and the time and place of the taking of his deposition, and like notice shall also be given the Secretary of the Commission. Provided, however, that not less than forty-eight hours notice shall be given in any case.

Every person whose deposition is taken shall be sworn or affirmed and the testimony shall be reduced to writing or typewriting by the officer taking the deposition, or under his direction, and shall be subscribed by the witness and attested by said officer.

RULE 20.**Briefs.**

Upon all contested hearings, unless otherwise specially ordered, printed briefs containing legal arguments and citations of cases relied upon shall be filed on behalf of the parties. They shall contain an abstract of the evidence relied upon by the party filing the same, and, in such abstract, reference shall be made to the pages of the notes of testimony where the evidence appears. The abstracts of the evidence shall follow the statement of the case and precede the argument. Briefs shall be filed with the Commission and served upon the adverse party or parties by the complainant, within fifteen days after the receipt of copy of the testimony where the same is ordered, otherwise, after the same has been concluded, and by the other party or parties, within ten days after receipt of complainant's brief, and the complainant shall have five days additional time for reply. Different times may be specially ordered in any case. Ten copies of each brief shall be filed for the use of the Commission with the Secretary, and shall be accompanied by advice of the date and manner of service upon the adverse party. At least three copies shall in each case be served upon the adverse party or parties. Briefs and other papers shall be printed and shall be nine (9) inches long and six (6) inches wide, with a margin of not less than one (1) inch, except in special cases, when, in the opinion of the Commission printing is impracticable, upon special order they may be typewritten.

RULE 21.**Service and Effect of Orders.**

The manner of service, and effect of orders of the Commission, shall be as specifically prescribed by The Public Service Company Law.

RULE 22.**Financial Condition. Term as used in these Rules Defined.**

Whenever a corporation, subject to The Public Service Company Law, is required or called upon to disclose its financial condition, such financial condition shall be given, so far as practicable, in appropriate schedules annexed to, and referred to, and properly designated in the petition. Such schedules shall show the following:

1. Date of incorporation and under what law or laws.
2. Amount and kinds of stock authorized.
3. Amount and kinds of stock issued.
4. Terms of preference of all preferred stock.
5. Brief description of each mortgage upon property of the corporation, giving date of execution, name of trustee, amount of in-

debtedness authorized to be secured thereby, and amount of indebtedness actually secured and outstanding, and brief description of the mortgaged property or collateral.

6. Number and amount of bonds authorized and issued, describing each class separately, giving date of issue, par value, rate of interest, date of maturity, and how secured.

7. Other indebtedness of all kinds, giving same by classes and describing security, if any.

8. Amount of interest paid during previous fiscal year, and rate thereof, and if different rates were paid, amount paid at each rate.

9. Amount of dividends paid during previous fiscal year, and rate thereof, and statement of the Profit and Loss Account for the last five years previous to the filing of such statement.

10. Classified statement of earnings and expenditures for the previous fiscal year, and balance sheet showing condition at close of the year, and such additional information as the Commissioner may at any time require.

RULE 23.

Applications.—General Requirements.

All applications must be by petition, in writing, dated, signed and duly verified by the applicant, and shall in all respects conform to the specific requirements of the rules governing any particular application.

The petition must set forth the name and post office address of the applicant, and must show the name and address of its attorney, if any, and must contain a clear statement of the facts on which the application is based, with a request for the finding, determination, order, approval or certificate desired, and a reference to the particular provision of the law requiring or providing for the same.

Three copies of the petition shall be filed with the original.

The petition must contain such further statements as may be required by any provision of law, or of these rules, and must show in detail compliance therewith.

If maps, profiles or plans are filed with the petition, they must always be filed in triplicate, and one copy thereof shall be on tracing linen, unless waived by the Commission.

Whenever, under any of these rules, any map, profile, plan, certificate, statement or other document is required to be filed with a petition, and the same has theretofore been filed with the Commission, the petition may state the fact of such filing, with the date and the proceeding in which, or occasion on which, the filing was made.

RULE 24.

Application by a proposed public service company for approval of incorporation and of beginning of the exercise of any right, power, franchise or privilege under Article 3, Sections 2 (a) and (b), and Article V, Sections 18 and 19, of The Public Service Company Law.

Applications made to the Commission by any proposed public service company for a certificate of public convenience evidencing the Commission's approval of the incorporation, organization or creation of such company, and of the beginning of the exercise of any right, power, franchise or privilege under Article 3, Section 2, (a) and (b), and Article 5, Sections 18 and 19 of The Public Service Company Law, shall be by petition duly verified by the petitioner, and said petition shall, in addition to the requirements of Rule 23, contain and embrace as part thereof—

- (1) A certified copy of the right, power, franchise or privilege under any ordinance, municipal contract or otherwise.
- (2) The financial condition of the applicant as defined in Rule 22.
- (3) The manner in which it proposes to finance the proposed exercise of the right, power, franchise or privilege.
- (4) The nature and character of the service, a detailed description of the locality to be served, and maps and profiles showing the streets, avenues and all other places, locations and property in or upon or along which it is proposed to exercise such right, power, franchise or privilege.
- (5) The name and location of the principal office, plant and facilities of every public service company with which the proposed company may compete.
- (6) A detailed statement of the facts relied upon by the petitioner to show that the proposed incorporation or beginning of the exercise of the right, power, franchise or privilege, is necessary and proper for the service, accommodation, convenience or safety of the public.
- (7) An affidavit of at least two directors that it is the intention of the applicant to begin providing service within a time specified.

NOTE: The Secretary of the Commonwealth transmits to the Commission, along with a certified copy of the Certificate of Incorporation, a certificate to the effect that all existing laws relative to the incorporation, organization and creation of such proposed public service company have been complied with.

The Commission will fix the time and place of public hearing on such petition, of which notice, in the form prescribed below, shall be given by the petitioner, by publication, once a week, for two weeks,

the last of which publications shall be at least five days preceding the date of hearing, in a newspaper published at the county seat or seats of the county or counties, and having a general circulation throughout the county or counties in which, the proposed corporation intends to construct its facilities and furnish service to the public.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given that application will be made to The Public Service Commission of the Commonwealth of Pennsylvania for a Certificate of Public Convenience, evidencing the Commission's approval of the
(State if incorporation; or to begin the exercise of any right, power,
franchise under any ordinance, contract, etc.)
of the
(Name of Public Service Company.)
the purpose of which is
(State purpose.)
The public hearing on which will be held in the rooms of the Commission at Harrisburg, on the.....day of.....
(Day) (Month)
..... at when and where all persons
(Year) (Hour)
in interest may appear and be heard, if they so desire.

Copies of the said petition, with notice of the time fixed for hearing, shall be served by the petitioner upon the public service companies with which the proposed company may compete, and proof of such service shall be filed with the Commission immediately after such service.

RULE 25.

Application by a Municipal Corporation for a Certificate of Public Convenience, under Article III, Section 3-(d), and Article V, Sections 18, 19, of The Public Service Company Law.

Application by a municipal corporation for a Certificate of Public Convenience, under Article III, §3-(d) and Article V, §§18, 19, of The Public Service Company Law, to acquire, construct, or to begin to operate any plant, equipment or other facilities for the rendering or furnishing to the public of any service of the kind or character already being rendered or furnished by any public service company within the municipality, shall be duly verified by the petitioner and shall, in addition to the applicable requirements of Rule 24, contain or embrace as part thereof:

1. The name and location of the principal office and plant, equipment or facilities of every public service company rendering like service within the municipality.

2. The names of the executive officers of such public service company, or companies.

3. A general statement of the amount and character of service rendered within such municipality by such public service company or companies.

4. A description, accompanied by maps, profiles, etc., of the plant, equipment, or other facilities proposed to be acquired, constructed or operated.

5. The manner in which it proposes to pay for, or finance the acquisition, construction and operation of the proposed plant, equipment or other facilities.

6. The facts showing that the approval applied for is necessary or proper for the service, accommodation, convenience or safety of the public.

7. The name of each and every corporation with which the proposed exercise of the right, power, franchise or privilege may compete.

The Commission will fix the time and place of public hearing on such petition, of which notice, in the form prescribed below, shall be given by the petitioner, by publication, once a week, for two weeks, the last of which publication shall be at least five days preceding the date of hearing, in a newspaper of general circulation, published in the municipality making the application.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given that application will be made to The Public Service Commission of the Commonwealth of Pennsylvania for a Certificate of Public Convenience, evidencing the Commission's approval of to acquire, construct

(Name of Municipal Corporation)

and operate in the said

(Character of service to be rendered)

.....The public hearing on which

(Name of Municipal Corporation)

will be held in the rooms of the Commission at Harrisburg, on the

..... day of at

(Day)

(Month)

(Year)

(Hour)

when and where all persons in interest may appear and be heard, if they so desire.

Copies of the said petition, with notice of the time fixed for hearing, shall be served by the petitioner upon the public service companies with which the proposed company may compete, and proof of such service shall be filed with the Commission immediately after such service.

RULE 26.

Application by a Public Service Company for a Certificate of Public Convenience, under Article III, § 3 (a), and Article V, §§ 18, 19, of The Public Service Company Law, to Renew its Charter or Obtain any Additional Rights, Powers, Franchises or Privileges, by any Amendment or Supplement to its Charter or Otherwise.

When application is made by any public service company for a Certificate of Public Convenience, under Article III, §3-(a), and Article V, §§ 18, and 19, of The Public Service Company Law, to renew its charter, or obtain any additional rights, powers, franchises or privileges, by any amendment or supplement to its charter, or otherwise, the petition shall, in addition to the requirements of Rule 24, contain and embrace as part thereof:

1. A certified copy of the charter, and all amendments or supplements thereto, of the applicant, if one has not theretofore been filed with the Commission, and a reference to the statute or statutes under which said company has been incorporated, with date of incorporation.

2. If the additional right, power, franchise or privilege is proposed to be obtained by any amendment or supplement to its charter, a certificate from the Secretary of the Commonwealth to the effect that all existing laws relative to such amendment or supplement to its charter have been complied with.

3. If the additional right, power, franchise or privilege is proposed to be obtained otherwise than by amendment or supplement to the charter of the public service company, a certificate from the proper municipal or other governmental authority to the effect that existing laws, ordinances, or other governmental requirements have been complied with.

4. The facts showing that the approval applied for is necessary or proper for the service, accommodation, convenience or safety of the public.

The Commission will fix the time and place of public hearing on such petition, of which notice, in the form prescribed below, shall be given by the petitioner, by publication, once a week, for two weeks, the last of which publications shall be at least five days preceding the date of hearing, in a newspaper published at the county seat or seats of the county or counties, and having a general circulation throughout the county or counties, in which the right to construct its facilities and furnish service to the public, will be given by the proposed Amendment or Supplement.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given that application will be made to The Public Service Commission of the Commonwealth of Pennsylvania, by, for a certificate of Public Convenience, evidencing the Commission's approval of
(Name of Public Service Company)
The public hearing on which will
(State nature

of Amendment or Supplement)
 be held in the rooms of the Commission at Harrisburg, on the
 day of
(Day) (Month) (Year)
 at, when and where all persons in interest
(Hour)
 may appear and be heard, if they so desire.

Copies of the said petition, with notice of the time fixed for hearing, shall be served by the petitioner upon the public service companies with which the proposed company may compete, and proof of such service shall be filed with the Commission immediately after such service.

RULE 27.

Application by a Foreign Public Service Company for a Certificate of Public Convenience, under Article III, Section 3-(b), and Article V, Sections 18 and 19, of The Public Service Company Law, to obtain the Right to do Business within this Commonwealth.

When application is made by a foreign public service company for a Certificate of Public Convenience, under Article III, §3-(b), and Article V, §§ 18 and 19 of The Public Service Company Law, to authorize such foreign public service company to do business within this Commonwealth, the petition shall contain and embrace as part thereof all the requirements of Rules 22, 23, and 24.

The Commission will fix the time and place of public hearing on such petition, of which notice in the form prescribed below, shall be given by the petitioner, by publication once a week for two weeks, the last of which publications shall be at least five days preceding the date of hearing, in a morning and evening newspaper published in the City of Harrisburg, and also in a newspaper of general circulation published in the municipality or municipalities where the proposed foreign corporation will furnish service to the public, if the charter rights of said company are limited to any particular municipality or municipalities.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given, that application will be made to The Public Service Commission of the Commonwealth of Pennsylvania,

by a corporation
(Name of petitioning company)
of the State offor a Certificate of
(Name state in which incorporated)
Public Convenience, evidencing the Commission's approval of the
right of said corporation to do business within this Commonwealth.
The nature of the business to be transacted and service rendered is
as follows:
(State briefly the nature of business and service)
The public hearing on which will be held in the rooms of the Com-
mission at Harrisburg, on the day of
(Day) (Month)
....., at, when and where all persons
(Year) (Hour)
in interest may appear and be heard, if they so desire.

RULE 28.

Applications by a Public Service Company for a Certificate of Public Convenience, under Article III, §3-(c), and Article V, §§18 and 19, of The Public Service Company Law, to Sell, Assign, Transfer, Lease, Consolidate or Merge its Property, Powers, Franchises or Privileges, or any of them, to or with any other Corporation or Person.

When application is made by a public service company for a Certificate of Public Convenience, under Article III, §3-(c) and Article V, §§ 18 and 19 of The Public Service Company Law, to sell, assign, transfer, lease, consolidate or merge its property, rights, franchises or privileges, or any of them, to or with any other corporation or person, the petition shall, in addition to the requirements of Rule 24, contain and embrace as part thereof:

1. A certified copy of the charter, with all amendments and supplements thereto, of each corporation party to the transaction, or affected thereby, if not theretofore filed with the Commission, and a reference to the statute or statutes under which such corporations have been incorporated, and dates of incorporation.
2. The financial condition of the applicant and each corporation party to the transaction, as such financial condition is defined in Rule 22, and a statement of the manner in which the proposed consolidated corporation is to be capitalized and financed.
3. In detail, the reasons upon the part of each applicant for making the proposed sale, assignment, transfer lease, consolidation or merger, and the facts showing that the transaction, the approval of which is sought, is necessary or proper for the service, accommodation, convenience or safety of the public, and all other facts which should be known by the Commission, to enable it to pass upon the application. Such petition shall be joined in by all the parties to the proposed transaction.
4. The originals of all contracts of sale, assignment, lease, con-

proposing to purchase, acquire take or hold, and must, in addition to the requirements of Rule 24, contain and embrace as part thereof:

1. The financial condition (defined in Rule 22) of the applicant and of the corporation, the purchase, acquisition, taking or holding of the controlling right, title or interest in which the approval of the Commission is sought.

2. The reasons why the applicant desires to purchase, acquire, take or hold the controlling right, title or interest, and the amount of the stock or securities, or the nature and extent of the right in such other public service company already owned or held by the applicant, if any.

3. The price proposed to be paid for such controlling right, title or interest, the terms and manner of payment, the market value of the stock or other securities representing such controlling right, title or interest, and the highest and lowest price for which such stock or other securities sold during the period of at least one year immediately prior to the application, together with the dividends or income thereon, if any, paid for a period of five years immediately prior to such application.

The Commission will fix the time and place of public hearing on such petition, of which notice in the form prescribed below, shall be given by the petitioner, by publication, once a week, for two weeks, the last of which publications shall be at least five days preceding the date of hearing, in a newspaper published at the county seat or seats of the county or counties, and having a general circulation throughout the county or counties in which the Public Service Company, whose right, title or interest it is proposed to purchase or acquire, has constructed its facilities and is furnishing service to the public.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given that application will be made to The Public Service Commission of the Commonwealth of Pennsylvania by

(Name of Petitioning Company)

for a Certificate of Public Convenience, evidencing the Commission's approval of

(State if purchase or acquisition and if absolute or pledge)

....., of the controlling right, title and interest in the

(Name of public service company whose right it is proposed to acquire)

.....The public hearing on which will be held in the rooms of the Commission at Harrisburg, on the

(Day)

day of, at

(Month)

(Year)

(Hour)

when and where all persons in interest may appear and be heard, if they so desire.

RULE 30.

Long and Short Transmission of Telegraph and Telephone Messages.

When application is made by a telegraph or telephone company for a Certificate of Public Convenience to charge less for a longer than for a shorter distance service for the transmission of messages or conversations over the same line or route, in the same direction, under the provisions of Article III, §10, and Article V, §§18 and 19, of The Public Service Company Law, the petition, in addition to the requirements of Rule 23 must contain and embrace as part thereof:

1. Such facts in connection with the matter and the reasons for the desired relief as may be relied upon by the applicant as justifying such relief.
2. Such schedules or data, if any, as the Commission's applicable orders or instructions may from time to time specify.

RULE 31.

Application under Article II, §1-(d), of The Public Service Company Law for Restriction of the Number and Character of Tariffs and Schedules, and number of Offices or Stations at which such Tariffs and Schedules are required to be Posted.

When application is made to the Commission for permission to limit and restrict the number and character of tariffs and schedules and the number of offices or stations at which the same are required to be posted, under Article II, §1-(d) of The Public Service Company Law, the petition shall, in addition to the requirements of Rule 23, contain and embrace as part thereof:

A statement in detail of the reasons which, in the view of the applicant, warrant the granting by the Commission of the relief applied for, and such other facts, data and information in connection with the matter, as may be specified from time to time in the Commission's orders or instructions.

(See General Orders and Amendments or Supplements relative to this subject from time to time issued or to be issued.)

RULE 32.

Application for Permission to make Changes in Tariffs or Schedules, upon less than Thirty Days' Notice, under Article II, §1-(f), of The Public Service Company Law.

When application is made by a public service company under Article II, §1-(f) of The Public Service Company Law, for allowance of changes in tariffs or schedules upon less than thirty days' notice to the Commission and to the public, posted and published in the manner, form and places required, with respect to the original tariffs or schedules.

The requirements of General Order No. 9, or any future alterations, changes or amendments of said order, shall be followed.

A detailed statement of all the facts, circumstances and conditions relied upon by the petitioner to warrant the granting by the Commission of the allowance applied for.

RULE 33.

Applications for Certificate of Public Convenience for the Construction, Alteration, Relocation or Abolition of any Crossing at Grade, or Above or Below Grade, under Article III, §5, Article V, §§12, 18 and 19, of The Public Service Company Law.

When application is made for a Certificate of Public Convenience, under the provisions of Article III, §5, and Article V, §§12, 18 and 19 of The Public Service Company Law, for the construction, alteration, relocation or abolition of any crossing at grade, or above, or below, grade,

(a) Of public roads, highways or streets by railroads or street railways; or

(b) Of railroads or street railways by public roads, highways or streets; or

(c) Of railroads or street railways by railroads or street railways—the petition shall, in addition to the requirements of Rule 23, contain and embrace as part thereof:

1. If the application be for a Certificate of Public Convenience for the construction, alteration or relocation of such a crossing, map on scale of not less than 200 feet per inch, showing correctly the location of all tracks, buildings, structures, property lines, streets and roads in the vicinity of the proposed construction, alteration or relocation, or which may be, in any manner, affected thereby, and also complete plans and specifications of such proposed construction, alteration or relocation.

2. Profiles showing ground lines and proposed grade lines of approaches on such public roads, highways or streets, railroads or street railways, as may be affected by the proposed construction, alteration or relocation, and in case of grade crossings, these maps must show that no other construction is feasible.

In case of a contemplated crossing of a railroad by a railroad, the profile of such railroads shall show the customary information for not less than one mile on each side of the proposed crossing.

3. If the application be for the construction of a crossing at grade, such facts, data and estimates of cost, or other facts and data relied upon by the applicant to necessitate or warrant the granting of permission to construct such crossing at grade, together with a detailed and accurate description of such safety devices, safeguards and other protective means, if any, as the applicant may believe

should be installed, with detailed information concerning the same, and if the application be made by a public service company, the application shall set forth also, a specification of the proposed method of operating such crossing at grade, if permission to construct the same be granted.

With the petition to construct a crossing at grade shall be filed the maps and profiles, plans and specifications, above specified in this rule, and all other data and information which may be specified from time to time in the Commission's general orders or instructions, or which may be required in connection with any particular application.

4. If the application be for the abolition of such a crossing at grade, the petition, in addition to the above stated requirements, shall contain and embrace as part thereof:

An estimate of the cost and expense, including compensation to the owners of adjacent property affected, together with all facts, data and information upon which such estimate is based.

5. A statement of the facts relied upon by the petitioner to show that the construction, alteration, relocation or abolition of any such crossing is practicable and necessary or proper for the service, accommodation, safety or convenience of the public, shall be set forth in every such petition.

6. With the petition shall be filed a detailed statement, verified by affidavit, of the number of persons and vehicles of all kinds using the highway at point of crossing for at least one week.

7. The names and principal places of business of all other public service companies that may be affected by the construction, alteration, relocation or abolition of such crossing.

Copies of the said petition shall be served by the petitioner upon each public service company, municipality, corporation or department or commission of the Government of the Commonwealth of Pennsylvania, affected by or concerned in the construction, alteration, relocation or abolition of such crossing, and proof of such service shall be filed with the Commission within three days of the filing of said petition.

The Commission will fix the time and place for public hearing on such petition on which notice in the form prescribed below shall be given by the petitioner, once a week, for two weeks, the last of which publications shall be at least five days preceding the date of hearing, in a newspaper of general circulation published in the municipality in which the crossing is located, and in the event that no such newspaper is published in that municipality, then in such newspaper published at the county seat of the county in which the said crossing is situate.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given that application will be made to The Public Service Commission of the Commonwealth of Pennsylvania by for a Certificate of Public Convenience, evidencing the Commission's approval of the of crossing (Construction, alteration, relocation or abolition) located at (State if at grade—or above or below grade) The public hearing on which will be (Here give location of proposed crossing) held in the rooms of the Commission at Harrisburg, on the (Day) day of at (Month) (Year) (Hour) when and where all persons in interest may appear and be heard, if they so desire.

NOTE:—For the crossing of the facilities of one public service company by those of another, not covered by (a), (b), (c), see General Order No. 11 of the Commission.

RULE 34.**Petitions for Reparation Under Article V, §5, of The Public Service Company Law.**

Application by any shipper, consumer, user or patron, for an order for reparation as against any public service company, under Article V, §5, of The Public Service Company Law, shall be by petition, which, in addition to the requirements of Rule 23, shall contain and embrace as part thereof:

Such facts in connection with the matter as may give the necessary information or as may be prescribed from time to time in the Commission's orders or instructions.

(See General Orders and Amendments or Supplements issued on Reparation.)

RULE 35.**Applications for Certificate of Valuation in Connection with the Proposed Issue of Stocks, Trust Certificates, Bonds, Notes or Other Evidences of Indebtedness, or other Securities, under Article III, §4-(a), of The Public Service Company Law.**

When application is made for a Certificate of Valuation, in connection with the proposed issue of any stocks, trust certificates, bonds, notes or other evidences of indebtedness, or other securities, under Article III, §4, (a) of The Public Service Company Law, the petition shall, in addition to the requirements of Rule 23 contain and embrace as part thereof:

The statement of facts, data and information required by Article III, §4-(b) of the Public Service Company Law, to be shown in certificates of Notification. Such petition shall contain such additional facts, data and information as the Commission shall, from time to time, determine and prescribe, and shall be signed and verified by the affidavit of the treasurer, auditor, controller or other acting fiscal head of the petitioning public service company.

The Commission will fix the time and place of public hearing on such petition, of which notice, in the form prescribed below, shall be given by the petitioner, by publication, once a week, for two weeks, the last of which publications shall be at least five days preceding the date of hearing, in a newspaper published in the municipality where the principal office of the applicant is located, or, if there is no newspaper published in said municipality, in a newspaper published at the county seat of the county in which said office is located.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given that application will be made to The Public Service Commission of the Commonwealth of Pennsylvania under the provisions of The Public Service Company Law, for a Certificate of Valuation, by the, which

(Name of applicant)

proposes to issue

(Amount and description of securities to be issued)

A public hearing on this application will be held in the rooms of the Commission at Harrisburg on the

(Day)

day of 19.... at o'clock, when and

(Month)

(Year)

(Hour)

where all persons in interest may appear and be heard, if they so desire.

RULE 36.

Petitions or Applications for the Approval of Contracts between Municipal Corporations and Public Service Companies, or for a Declaration by the Commission of the Terms and Conditions upon which it will grant its approval of such Contracts, if at all, under Article III, §11, and Article V, §§18 and 19, of The Public Service Company Law—and Hearings Thereon.

1. Applications for the approval of contracts between municipal corporations and public service companies, under Article III, §11, and Article V, §§ 18 and 19 of The Public Service Company Law, shall be by petition for a Certificate of Public Convenience, which petition, in addition to the requirements of Rule 23, shall set forth the facts relied upon by the petitioner to show that the granting of such

Certificate of Public Convenience is necessary or proper for the service, accommodation, convenience or safety of the public.

Said petition shall be accompanied:

(a) By the original contract, the approval of which is applied for, executed by the parties thereto.

(b) By a true and correct copy of such original contract, certified by the parties thereto.

(c) Ten additional true and correct copies of such contract.

2. Applications, before the consent of the local authorities has been obtained, for a declaration by the Commission of the terms and conditions upon which it will grant its approval of a contract between a municipal corporation and a public service company, if at all, under Article III, §11, of The Public Service Company Law, shall be by petition, which, in addition to the requirements of Rule 23, shall set forth the facts relied upon by the petitioner to show that the granting of a Certificate of Public Convenience, upon an application therefor, is necessary or proper for the service, accommodation, convenience or safety of the public.

Said petition shall be accompanied by ten true and correct copies of the proposed ordinance which the applicant proposes to accept as evidencing the proposed contract between such applicant and a municipal corporation, or shall be accompanied by the contract proposed by the applicant and also by the municipal corporation, to be made by and between them, however evidenced, and containing all the terms, stipulations and conditions thereof, and shall be further accompanied by a copy of the notice of such application required by Article III, §11, of The Public Service Company Law to be given to the local authorities concerned, with proof of service of such notice. Such notice shall specify the date upon which such application to the Commission is to be made by the public service company.

3. All such contracts submitted to the Commission for approval shall contain the following provision:

"It is hereby understood and agreed that neither the purpose nor intent, nor the obligation of this contract, if and when approved by the Public Service Commission of the Commonwealth of Pennsylvania, is such as, to impair or in any wise affect the exercise by said Commission of any of the powers vested in it by the Public Service Company Law, approved July 26, 1913."

4. Upon the filing of the petition for the approval of the contracts between municipal corporations and public service companies, or upon petition for a declaration by the Commission of the terms and conditions upon which it will grant its approval of such contracts, if at all, under Article III, §11, of The Public Service Company

Law, and under this rule, the Commission will fix a time and place of hearing, which shall be public, and of which due notice, in the form prescribed below, shall be given by the applicant, by publication, once a week, for two weeks, the last of which publication shall be at least five days preceding the date of hearing, in a newspaper of general circulation, published in the municipality in which the contract is to be effective, and, in the event that no such newspaper is published in that municipality, then in such newspaper published at the county seat of the county in which the municipality is situated.

FORM OF NOTICE TO BE PUBLISHED.

Notice is hereby given that application will be made to the Public Service Commission of the Commonwealth of Pennsylvania for the approval of a contract.....
between

(Name of Municipal Corporation.)

and

(Name of Public Service Company.)

for

(Here briefly specify substance of contract.)

.....

.....

.....

.....

.....

.....

The public hearing on which will be held in the rooms of the Commission at Harrisburg, on the.....day of.....

(Day.)

(Month.)

(Year.)

at.....when and where all persons in interest may appear and be heard, if they so desire.

5. Copies of the petition, with notice of the time fixed for hearing,

shall be served by the petitioner upon the public service company

or companies with which it may compete, and proof of such service

filed with the Commission immediately after such service.

RULE 37.

Other Applications.

All applications relating to matters over which the Commission has

jurisdiction, and which are not governed by any of the preceding

rules, shall be made by petition and shall conform to the requirements

of Rule 23, and such other rules and regulations as the Commission

may, from time to time, prescribe.

RULE 38.

Practice and Procedure on Petitions—General.

Upon the filing of any petition required by these rules, the Commission

will examine the same to see whether it establishes a prima facie

case for action on the part of the Commission, and conforms to

the provisions of The Public Service Company Law and these rules. If the petition fails in any of these respects, the Commission will give notice of the defects to the applicant, who may correct the same.

If the petition be found to establish a prima facie case for action and to comply with the provisions of The Public Service Company Law and with these rules, the Commission may appoint a time and place for a hearing on the same, as may be required by law.

The Commission will, by general rule or order, or by special rule or order, in each case, direct what notice of the hearings shall be given by publication, or otherwise.

All hearings shall be public and at or before the hearing the applicant, or petitioner, shall present due proof of the publication or service of the notice thereof, in the manner prescribed by the Commission. At the hearing the applicant, or petitioner, must be prepared to establish all the facts alleged in the petition by evidence, but the Commission may, in its discretion, where authorized by law, in any case so to do, grant the application upon the petition and accompanying papers.

The applicant must furnish for the use of the Commission, in reaching a determination upon any application, the originals, or certified or verified copies, of all books, papers and documents, as the Commission may require. The failure so to do shall be ground for refusing the application.

RULE 39.

Compliance with Orders.

Upon the issuance by the Commission of an order against any public service company or companies, such public service company or companies must promptly, upon compliance with its requirements, notify the Secretary that action has been taken, in conformity with the order, and when a change in rates is ordered by the Commission, such notice must be given in addition to the filing and posting of a tariff or schedule, or supplement thereto, showing such change in rates.



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